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UPDATED
LAND DEVELOPMENT PLAN
AND
HOUSING PLAN
for the
HUDSON PLANNING AREA

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The updated Land Development Plan has been prepared to continue to provide the Hudson Planning Area with a guide for logical and desirable land use. The Housing Plan was developed to promote the realization of the goals of a decent home and suitable living environment for the residents of the Hudson Planning Area.

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LAND DEVELOPMENT PLAN

I. INTRODUCTION

Planning is a positive and open approach to understanding the complex interrelationships between the physical environment and the socio-economic structure of a community and should be undertaken by a community in order to solve present problems and to prevent the future misuse of the land and resources. Planning is a continuous process. No person, whether Town official, professional planner, developer or concerned citizen, can foresee all the changes that are likely to affect a planning area in its future. As new development comes into play, and as patterns change over time, the land use and thoroughfare plan must be revised to reflect these changes. It is generally considered necessary by those involved in planning to update and revise plans about every five years. The changes may or may not be crucial or dramatic, but an update allows changing conditions to be taken into consideration.

A plan, then, must be envisioned by the Town officials and the citizens alike as a guide to action that will reflect and consider change, when change is necessary and apparent. It is not a strict and unyielding document that locks an area into a pattern that may no longer serve its needs, nor be beneficial to its existing and future residents.

Regional Setting

Hudson is located south of Lenoir and to the north of Granite Falls off U.S. Highway 321 in the south central portion of Caldwell County. Caldwell County is located in the Piedmont Plateau of western North Carolina. The county is irregular in shape and has an area of 512 square miles, ranking forty-ninth among North Carolina's 100 counties in total land area. The county is bordered by Alexander County to the east, Catawba and Burke Counties to the south, Avery County to the west, and Watauga and Wilkes Counties to the north. See Map 1.

Hudson and its perimeter area contain 6,436 acres, or approximately 10 square miles. The main retail center of the Town is located in a small shopping complex west of U.S. 321A and the Carolina and Northwestern Railway.

Physiography

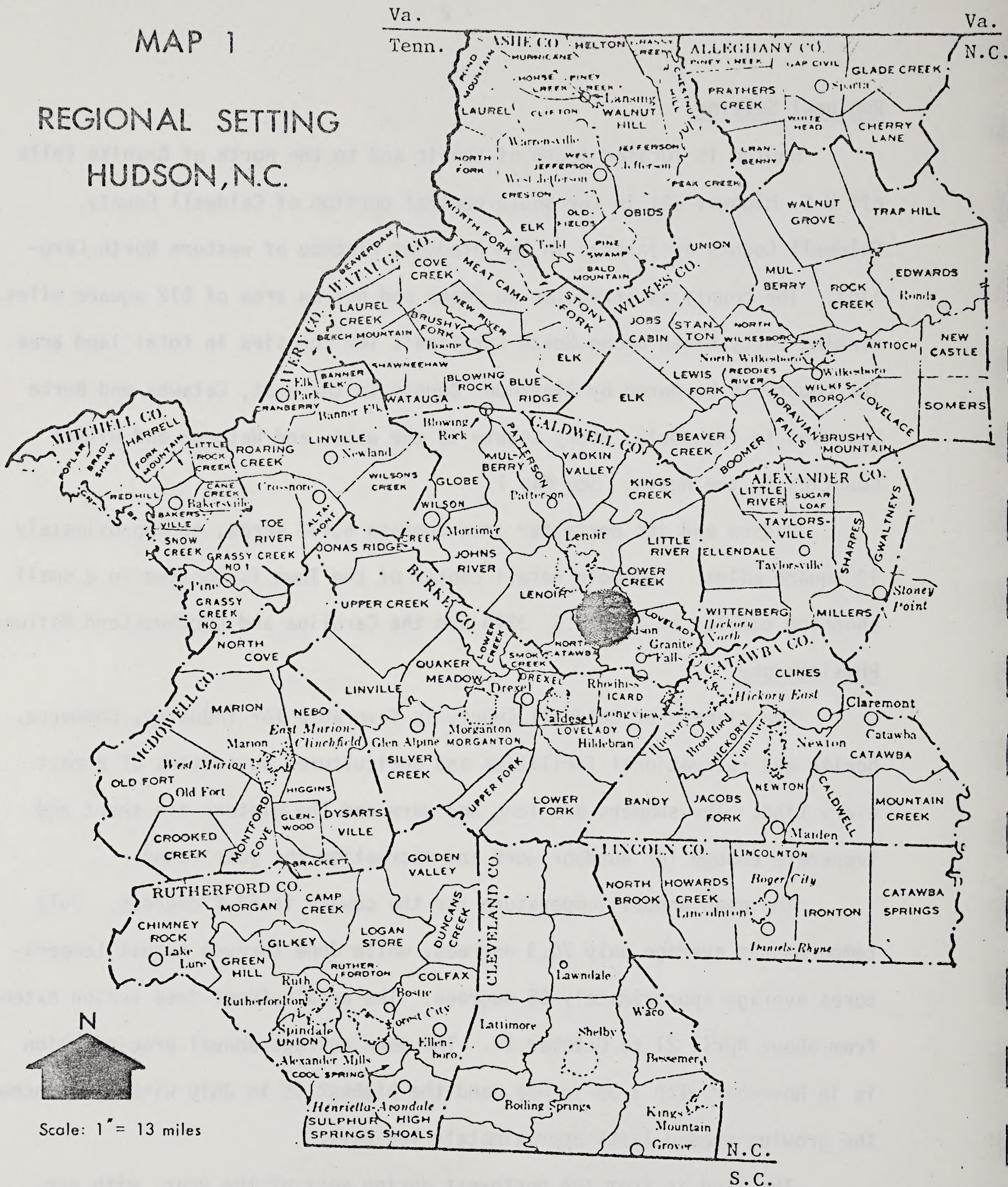
The climate of Caldwell County is favorable for industry, commerce, health and recreational facilities and agricultural activities of almost every kind. The summers are long and warm and the winters are short and temperate enough for outdoor work and recreation the year round.

The mean annual temperature for the county is 57.8 degrees. July temperatures average only 75.3 degrees, while June through August temperatures average approximately 58 degrees. The area's frost-free season extends from about April 21 to October 21. The mean average annual precipitation is in November with 3.39 inches, and the highest is in July with 5.31 inches. The growing season lasts approximately 186 days.

The wind is from the northwest during most of the year, with prevailing winds from the southwest during the summer months. These wind factors should be taken into consideration when locating any offensive

MAP 1

REGIONAL SETTING HUDSON, N.C.



uses (heavy industry, slaughterhouses) within the general vicinity of the Town.

Snowfall is usually light in Hudson, though heavy snows have been recorded in the upper mountain regions of the county, particularly near the Boone area.

The northern two-thirds of the county are mountainous, while the southern portion, in which Hudson is situated, has hilly, rolling topography. Elevation in the county varies in extremes from the Catawba River, at a normal elevation of 945 feet above mean sea level, to the summit of Grandfather's Mountain with an elevation of 5,964 feet, for a difference of approximately one mile.

The rivers and streams in Caldwell County flow into the second and third largest drainage basins on the eastern seaboard, these being Yadkin-Pee Dee River Basin and the Catawba-Santee River Basin. Hudson and its perimeter area are located in the Catawba-Santee River Basin. Due to the rolling terrain, Hudson has experienced in the past some flash flooding along small creeks in the southwestern section of the Town. The area surrounding Cajah Mountain Road and Hickman Street is designated as a floodplain area.

According to the U.S. Department of Agriculture Soil Conservation Service (USDA/SCS), the dominant soil in the Hudson corporate limits is the Cecil Association. This Association is well drained, moderately deep upland soils on fairly narrow ridges, sloping to steep side slopes with firm, red micaceous*/ clay and clay subsoils. The Cecil soils have moderate limitations

---

*/ Micaceous: Any of various colored or transparent mineral silicates crystallizing in monoclinic forms that readily separate into very thin leaves.

when used for septic tanks, foundations, footings, and road construction. Erosion is the major hazard to the use of these soils.

Another soil type found in the southern portion of the Hudson perimeter area is the Madison-Cecil Association. These are derived from acidic rock and are moderately deep, micaceous, well-drained upland soils. These soils have a friable, gravelly and sandy loam surface over red, firm micaceous clay subsoils. The Cecil soils make up about 30 percent of this Association. The major soils of this Association have only moderate limitations for septic tank filter fields, foundation footings for large buildings, and road construction. Erosion and slope are the major limitations to the use of these soils for agriculture.

II. THE PLANNING AREA

The Hudson "Planning Area" includes the Town proper and the surrounding perimeter area. The corporate area includes all land inside the current Hudson corporate limits. The perimeter area includes the fringe areas up to one mile beyond the corporate limits. See Map 2. The Town and perimeter areas were divided, for analysis purposes, into 11 Study Areas. Study Areas 1 through 5 are located inside the corporate limits and Study Areas 6 through 11 are outside the corporate limits in the perimeter area. The Central Business District (CBD) is included in the corporate area and is also designated on Map 2.

Study Area limits were determined by using a combination of natural and man-made boundaries, including creeks, roads and highways, property lines, railroad tracks, existing corporate limit lines and a one mile perimeter boundary.

On December 30, 1976, the Hudson Town Commissioners held a public hearing for adopting a perimeter area and on January 4, 1977, the Commissioners unanimously adopted the Perimeter Planning Area. It was recorded with the Caldwell County Register of Deeds on January 7, 1977, thus authorizing the Town of Hudson to plan and zone up to one mile beyond its corporate limits.

In the following sections of this document, the Town of Hudson and its perimeter area will be referred to as the "Planning Area."

Locational Significance

Within the Unifour area, the Town of Hudson is the fastest growing community. Since its incorporation in 1905, the Town has evolved from a

MAP 2

STUDY AREAS
HUDSON PLANNING AREA

DENOTES SUBSTANDARD HOUSING AREAS

Study Area 1

Study Area 2

Study Area 3

Study Area 4

Study Area 5

Study Area 6

Study Area 7

Study Area 8

Study Area 9

Study Area 10

Study Area 11

LENOIR CITY LIMITS

CBD

N

The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

small industrial community to an attractive, viable community in the urban area surrounding the City of Lenoir. U.S. Highway 321 and rail service to the area by the Carolina and Northwestern Railway are primary contributors to the Town's growth and progress.

III. ANALYSIS OF EXISTING CONDITIONS

A necessary prerequisite to the preparation of any plan or program guiding the future development of an area is the understanding of those factors which have influenced present development. Therefore, the Town and Planning Area's demographic, economic and land use trends are identified and analyzed in this section.

This section is divided into three parts. In the first part, an analysis is made of the major economic activities within Hudson and Caldwell County. The second part analyzes the Town's past, present and future population trends and their significant characteristics. In the concluding section, the various land uses within the Planning Area are identified and analyzed according to their location and arrangement within the overall development pattern. In addition, significant trends in the recent development of land have been identified and problems resulting from such development are examined. This section also presents an analysis of the existing transportation system within the Planning Area.

Economic Analysis

In any community, one of the primary bases for determining potential growth is the local economy. If jobs are scarce, people seek employment opportunities elsewhere. On the other hand, an increase in the number of available jobs stimulates population growth which, in turn, creates additional demands for both public and private service facilities. The economy affects the type and amount of development that occurs.

The fundamental parts of an economic base study are: (1) analysis of

the existing economic structure; (2) discussion of economic opportunities and limitations; (3) economic indicators. All three parts are closely interrelated to physical and human resources.

Due to the size of Hudson, very little economic data is available for the Town. However, an analysis and comparison of economic conditions of Caldwell County will be of assistance in examining the economic base of the community.

Existing Economic Structures. The essential parts of the economic structure in Hudson are: manufacturing, retail trade, and selected services.

Manufacturing.

Manufacturing is one of the major employers and stimulators of the economy in Hudson and Caldwell County. Table 1 illustrates the predominance of manufacturing employment from 1970 to 1974 for Caldwell County. These statistics are very important because the town's labor force is tied directly to these county figures. In 1974, 68 percent of the county's total working labor force was employed by manufacturing firms. This figure speaks for itself in conveying the importance of manufacturing to the area. The major manufacturers located in Hudson are: International Paper Inc,; All-Wood Turning Corporation; Davis Wood Products, Inc.; Eller Wood Turning; Hastings Manufacturing Co.; Hudson Freezor Locker; Hudson Wax Specialty, Inc.; Kincaid Furniture Company, Inc.; and Shuford Mills, with a total employment of 1,094. A very integral part of the local manufacturing base is the trucking industry. There are three trucking firms located in the Hudson area. They are: Anderson Trucking Company, Bush Motor Freight and Caldwell Freight Lines.

TABLE 1

INDUSTRY EMPLOYMENT BY PLACE OF WORK*/

FOR CALDWELL COUNTY

	1976	1975	1974	1973	1972
Manufacturing	15,700	13,970	16,110	15,440	15,020
Food	80	70	70	70	70
Textiles	2,370	2,170	2,630	2,770	2,650
Apparel	580	570	560	470	410
Lumber & Wood	760	1,080	730	730	660
Furniture	10,410	8,720	10,520	9,740	9,680
Paper	370	330	370	390	400
Chemicals	320	270	190	370	350
Stone, Clay & Glass	270	240	230	270	250
Other Manufacturing2/	540	520	810	630	550
Nonmanufacturing	8,690	7,930	7,560	8,020	7,650
Construction	690	580	640	800	820
Trans., Comm. & P. Util.	820	770	800	800	650
Trade	2,740	2,580	2,430	3,040	2,850
Fin., Ins. & Rl. Estate	300	290	300	310	280
Service	1,690	1,480	1,340	1,210	1,210
Government	2,430	2,220	2,040	1,850	1,830
Other Nonmanufacturing3/	20	10	10	10	10

1/ Industry segments are not additive to the "Nonag. Wage & Salary Employ." shown under "Civilian Labor Force" since labor force data are by "Place of Residence."
2/ Includes printing; rubber; leather; fab. metals; nonelec, machinery; and misc. mfg.
3/ Includes agricultural services and mining.

Source: North Carolina Employment Security Commission

Retail Trade.

Retail trade includes all establishments primarily engaged in selling merchandise for personal or household consumption, and rendering services incidental to the sale of goods. The most recent figures on retail establishments and sales for Hudson are found in the 1972 Census of Retail Trade for North Carolina. This document is published every five years. Hudson's

population in 1960 was not sufficient for it to be included in the 1967 publication; therefore, comparisons of growth will not be made.

Although examination of Table 2 clearly indicates that Hudson's retail establishments and sales are a small percentage of Caldwell County's, its existence is an integral part in maintaining and receiving a percentage of of the cash flow of the area.

Selected Services.

The area of selected services includes hotels, motels, personal services such as barbers and dry cleaners, business services, and repair services. As seen in Table 2, the number of establishments and receipts are also a very small percentage of Caldwell County.

TABLE 2

BUSINESS INDICATORS FOR CALDWELL COUNTY
AND HUDSON - 1972

Retail Trade

Characteristics	Caldwell Co.	Hudson	% of County
Number of establishments	544	54	9.9
Number of paid employees	2,097	120	5.7
Annual payroll ($1,000)	9,913	456	4.6
Sales ($1,000)	113,604	6,773	6.0

Establishment: An establishment is a single physical location at which business is conducted.

Sales: Include merchandise sold, receipts from repairs and other services to customers, delivery, and carrying charges.

(Table 2 continues on following page)

(Table 2, continued)

Selected Services

Characteristics	Caldwell Co.	Hudson	% of County
Number of establishments	359	51	14.2
Number of employees	620	18	2.9
Annual payroll ($1,000)	3,111	81	2.6
Sales ($1,000)	13,109	692	5.3

Receipts: Include the total receipts from customers for services rendered and merchandise sold during 1972 whether or not payment was received in 1972.

Source: U.S. Bureau of Census Census of Retail Trade, Selected Services, 1972.

Economic Opportunities and Limitations. Political boundaries do not necessarily determine or represent economic areas. Therefore, in an analysis such as this, it is advisable to look not only at the specific town or community under observation, but to consider the surrounding areas.

Hudson is located between the Town of Granite Falls and the City of Lenoir and in close proximity to Hickory. Therefore, its economy is interrelated and somewhat dependent upon the activities that take place in these areas and the counties of Caldwell and Catawba in general. There are both advantages and disadvantages, in terms of economic opportunity, to a small town situated so centrally between larger corporate areas. For example, some commercial establishments cannot profitably operate in a small town because they depend on the specific population that they serve. Their margin of profit is small and they must be assured of a large turnover of goods. As a result, a large portion of the Town's population have to go to the larger corporate areas to do their seasonal shopping, purchasing of luxury

items, and special service shopping. On the other hand, a centrally located rural service center is ideal for supporting the three other corporate areas with products not grown or manufactured in those areas.

All of the above mentioned areas are homogeneous in terms of the same basic industries. This fact is very important in that general employment trends in a particular industry affect the entire area. The major factors that influence economic development are: accessibility, electric power, natural resources, and public facilities and services.

Accessibility.

Hudson is approximately 65 miles northwest of Charlotte, 80 miles west of Winston-Salem, and 90 miles northeast of Asheville. Major thoroughfares serving Hudson and the county are U.S. 321-A and N. C. Highways 18 and 90. Rail service is provided to the area by the Carolina and Northwestern Railway. The Morganton-Lenoir Airport serves a majority of the county's general aviation needs with some minor activity occurring at a small airport east of Lenoir. Regularly scheduled airline service is available at the City of Hickory Airport, 18 miles south of Hudson.

Electric Power.

Duke Power distributes electricity to approximately 1,000 customers in Hudson. As far as the present and future demand is concerned, the existing power source is sufficient to serve Hudson and the surrounding areas and their citizens and industry.

Natural Resources.

The natural resources in Hudson that can be considered of economic value are the geological structure and topography.

The hilly topography presents recreational and tourism potential and

is the major factor that determines the sites for industrial development and major streets and highways. The elevation of the land varies from 1,150 to 1,300 feet above sea level.

The soil structure in the Planning Area relating to the land suitabilities for residential, commercial, and industrial land, sewage, traffic ways, recreational areas and agriculture is permissible, especially in the area of industrial development.

Public Facilities and Services.

Public facilities, such as hospitals, schools, libraries, sewage treatment and service, fire and police protection, are further conditions influencing economic development; the more limited public facilities and services, the less opportunity for development. Expansion of the existing community facilities and services base is a basic requirement for providing opportunities for the Town's growth.

Economic Indicators. The objective of this section is to describe the economic growth in Hudson by examining trends in three important indicators of growth. These indicators are income, population, and employment. Wherever possible, comparisons will be made between Hudson and Caldwell County.

Income.

Income is important because it results from economic activity and thus is a good indicator of the extent of that activity. Income levels often reflect a town or community's economic well-being. They also indicate purchasing power and symbolize the ability of the community to pay for facilities and services.

Three ways of measuring income are:

Mean Family Income - The total income of all families divided by the total number of families.

Median Family Income - The point at which half the families have more and half the families have less income.

Per Capita Income - The total income of all families and individuals divided by the total population.

Chart 1 shows the above income measures for Hudson and selected areas. The mean family income, median family income, and per capita income of Hudson are above those of North Carolina and Caldwell County.

The span between mean and median income gives an indication of how well existing income is distributed -- the larger the span, the poorer the distribution, which means there is a large amount of income concentrated in the hands of a few. Referring to Chart 1, Hudson's income is very evenly distributed. The distribution is better than in Caldwell County, Hickory, or North Carolina in general. This situation is desirable and indicates that income is circulating instead of being tied up in outside interests.

In comparing the family income figures of Hudson to the other areas, Hudson has the lowest percentage (8.8%) of families making under $4,000 a year. Hudson's greatest percentage of families is in the $8,000 - $11,999 income bracket (Table 3). This percentage again reflects the even distribution of the income in Hudson.

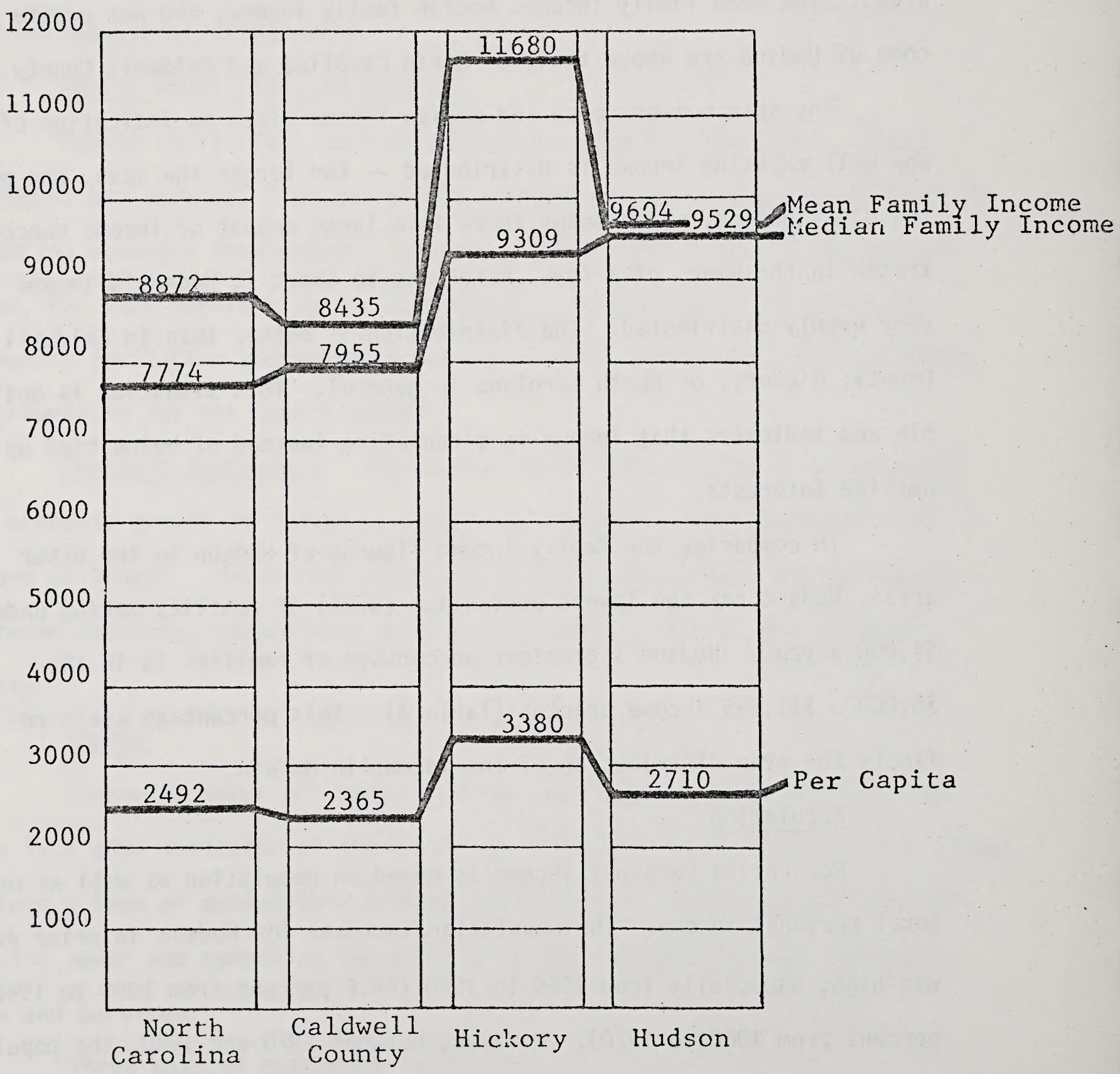
Population.

Per capita personal income is based on population as well as on total personal income. The population increase for Hudson in prior decades was high, especially from 1950 to 1970 (66.6 percent from 1950 to 1960 and 43.6 percent from 1960 to 1970). However, between 1970 and 1980, the population showed only a 2.4 percent increase.

CHART 1

1970 INCOME MEASURES FOR HUDSON AND

- North Carolina
- Caldwell County
- Hickory



Source: U.S. Bureau of Census, Census of Population, 1970.

Population increase is an indicator of good economic health and growth. A growing population, if it is accompanied by growing levels of income and employment, constitutes an attraction to consumer-oriented economic activity of all types. Therefore, it tends to stimulate additional economic activity, especially the creation of jobs.

Labor Force and Employment.

The labor force contains all persons living in the Town and surrounding areas 16 years old and older who are working or actively seeking work. The labor force also contains those people who may live in the Town and work elsewhere or those who may work in the Town and come from somewhere else.

Table 4 represents the number of persons who have registered for work with the Employment Security Commission offices in the Hudson area as of December 1981. This does not include all available labor, since additional workers may be recruited from other sources such as housewives and persons now commuting out of the area. This gives an estimate of the worker availability for Hudson.

The recruiting area is defined as an area covering a 25 road mile radius from Hudson, and it includes portions of Alexander, Avery, Burke, Caldwell, Catawba, Cleveland, Lincoln, Watauga, and Wilkes Counties. The Cities of Hickory and Lenoir are also included.

Based on the 1970 Census, the recruiting area population is 214,710 with 7,920 people available for work. Each year approximately 1,150 high school graduates enter the labor market in this 25 mile area. The number of males (4,272) and females (3,648) available for work is

TABLE 3

FAMILY INCOME FOR HUDSON
AND NORTH CAROLINA
CALDWELL COUNTY
HICKORY

Income Level	Families	Percent of Total
State:		
Under $4,000	272,318	21.0
4,000-7,999	396,546	30.7
8,000-11,999	338,268	26.2
12,000 or more	285,334	22.1
Total	1,292,466	100.0

Families with an income less than poverty level - 211,222 or 16.3 percent.

Caldwell County:		
Under $4,000	2,272	15.0
4,000-7,999	5,354	35.4
8,000-11,999	4,736	31.3
12,000 or more	2,770	18.3
Total	15,132	100.0

Families with an income less than poverty level - 1,803 or 11.9 percent.

Hickory:		
Under 4,000	625	11.6
4,000-7,999	1,522	28.2
8,000-11,999	1,442	26.7
12,000 or more	1,811	33.5
Total	5,400	100.0

Families with an income less than poverty level - 403 or 7.5 percent.

Hudson:		
Under $4,000	66	8.8
4,000-7,999	193	25.8
8,000-11,999	269	36.0
12,000 or more	220	29.4
Total	748	100.0

Families with an income less than poverty level - 46 or 6.1 percent.

Source: U.S. Bureau of the Census, Census of Population, 1970.

TABLE 4

LABOR AVAILABLE FOR RECRUITING IN THE HUDSON AREA

December, 1981

Recruiting area covers a radius of	25 road miles
Approximate driving time	30 minutes
Recruiting area population	214,710 (based on 1970 Census data)
Residing in North Carolina	214,710
Available workers in this area	7,920

June high school graduates entering labor force 1,150 (excludes graduates who continued their education or who did not seek employment.)

NUMBER OF REGISTERED JOB APPLICANTS RESIDING WITHIN AREA

Miles	Persons Registered			With Substantial Work Experience		With Limited of No Work Experience	
	Total	Male	Female	Male	Female	Male	Female
0-15	4801	2578	2223	2484	2077	94	146
15-20	1442	782	660	747	609	35	51
20-25	1677	912	765	873	712	39	53
Total	7920	4272	3648	4104	3398	168	250

Major Occupational Class of Job Applicants
(Classes Described on Back Page)

	Total	Prof. Tech., and Managerial	Clerical And Sales	Service	Farming Fish., and Forestry	Processing
Male	4372	377	339	245	54	109
Female	3648	254	984	473	5	94
Total	7920	631	1323	718	59	203

	Machine Trades	Bench Work	Structural Work	Misc. Occupations	Partials
Male	703	482	666	977	320
Female	455	816	16	248	303
Total	1158	1298	682	1225	623

about the same, with the percentage of females with limited or no work experience much higher. Furthermore, about 7,502 experienced workers are available for employment, with the largest percentage of these being males. Breaking this total down into occupational categories, the largest number of registered job applicants are in the clerical and sales category (1,323), with the majority being females (984).

From the facts stated above, it can be concluded that enough labor would be available for new industries wishing to locate in the area. The composition of the available workers indicates that there is a broad cross section of skilled and unskilled that would lend itself to the attraction of various types of industry.

The Caldwell County employed labor force (including insured and uninsured employees) in 1975 contained 26,320 persons, an increase of 4.7 percent from 1970, as shown in Table 5. The increase of the employed labor force was theoretically made up of persons already living in the County, or in surrounding areas or by in-migrants replacing out-migrants.

Map 3 shows that almost one-fourth (22.7%) in Caldwell County work in other counties. This is compared to 11.2 percent in 1960. The largest percentage of out-commuters (53.8%) work in Catawba County, probably in Hickory. This is an increase of 34.3 percent from 1960. Reasons for this are varied, and it would be difficult to single out any specific one. Some possibilities are that certain types of employment are more plentiful and attractive outside of Caldwell County, especially the Hickory area, and that some areas of Caldwell County are suburban communities.

In-commuting workers account for only 11.1 percent of the total persons working in Caldwell County. The largest percentage of these

TABLE 5

EMPLOYED PERSONS, BY SEX AND MINORITY STATUS
FOR CALDWELL COUNTY, 1970 AND 1975

Male

	Total	White	Black	Other Races	Spanish-Amer. 1/	Minority Group 2/
1975	15,950	15,320	630	0	20	650
1970	14,545	13,948	591	6	24	621
Net Change	1,405	1,372	39	- 6	- 4	29
% Change	9.7	9.8	6.6	NA	-16.7	4.7

Female

	Total	White	Black	Other Races	Spanish-Amer. 1/	Minority Group 2/
1975	10,370	9,580	790	0	10	800
1970	9,441	8,728	708	5	6	719
Net Change	929	852	82	- 5	4	81
% Change	9.8	9.8	11.6	NA	66.7	11.3

Total

	Total	White	Black	Other Races	Spanish-Amer. 1/	Minority Group 2/
1975	26,320	24,900	1,420	0	30	1,450
1970	23,986	22,676	1,299	11	30	1,340
Net Change	2,334	2,224	121	- 11	0	110
% Change	9.7	9.8	9.3	NA	0	8.2

1/ Spanish-Americans are also counted in the racial categories as white, black, or other races.

2/ Sum of Spanish-American and all races except white.

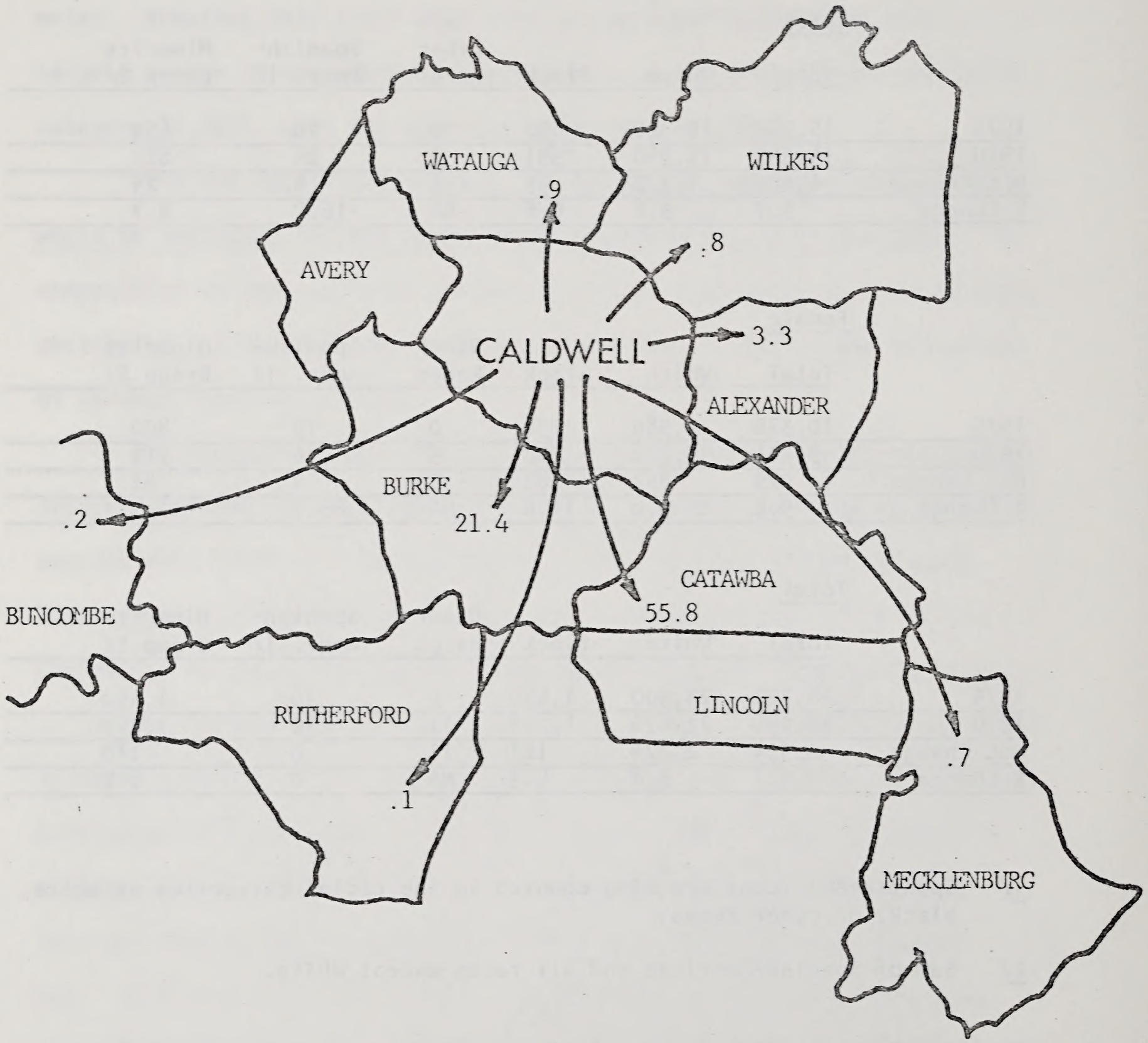
Source: Census of Population, 1970
North Carolina Employment Security Commission

MAP 2

OUT-COMMUTING PATTERNS OF WORKERS

CALDWELL COUNTY

ARROWS SHOW PERCENT OF CALDWELL COUNTY
OUT-COMMUTING WORKERS EMPLOYED IN OTHER COUNTIES.



OF THE TOTAL WORKERS IN CALDWELL COUNTY, APPROXIMATELY 22.7 PERCENT COMMUTE OUTSIDE THE COUNTY TO WORK. THE MAJORITY OF THESE OUT-COMMUTERS WORK IN CATAWBA COUNTY (55.8%).

Source: Employment Security Commission, 1976.

in-commuting workers are from Burke (19.5%) and Alexander (6.4%) Counties. */

Comparing the percentage of change in insured employment by industry for Caldwell County from 1970 to 1975, there was an increase in construction, manufacturing, trade and finance workers during the period from 1970 to 1973, with a significant decrease from 1973 to 1975 (Table 6, Chart 2). This can be explained by the nationwide recession at this time. Although the area was feeling the strains of recession and inflation, there was an increase in the average weekly wage, as evidenced in Table 6 and Chart 3.

In looking at 1970 and 1975 figures of occupations of employed persons 16 years and over (Table 7), the largest percentages of both periods were composed of operatives (39%), which includes manufacturing and non-manufacturing industries. The only significant occupational increase during this period was with sales workers (from 50 to 96 percent). Also, examination of Table 8 clearly shows that the largest number of employed persons by industry were in manufacturing.

Unemployment.

To review and consider unemployment trends for the Hudson area, statistics and trends have been taken from the Employment Security Commission's September Labor Letter for the Lenoir Area Labor Market.

The civilian labor force in the Lenoir Labor Area, which includes Hudson, is estimated at 30,270 people for September, 1976, which decreased from the July estimate of 30,750 but increased above the September

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*/ Employment Security Commission

TABLE 6

INSURED EMPLOYMENT AND WAGES BY BROAD INDUSTRY GROUPS FOR CALDWELL COUNTY - 1970-75
(Wages in Millions: "Weekly" Figures are Average Weekly Wages per Worker)

	TOTAL			CONSTRUCTION		MANUFACTURING			TRANSP. COMM. & UTILITIES		TRADE		FINANCE, INS. & REAL ESTATE		SERVICE		OTHER	
		Wages					Wages											
	Employment	Total	Weekly	Employment	Wages	Employment	Total	Weekly	Employment	Wages	Employment	Wages	Employment	Wages	Employment	Wages	Employment	Wages
1970	17,252	94.0	104.73	495	2.9	13,051	69.1	101.84	552	4.0	2,393	13.9	206	1.3	555	2.7	0	0
1971	18,120	106.4	112.87	584	3.7	13,760	78.2	109.33	566	4.6	2,456	15.6	222	1.4	533	2.7	2	0
1972	20,851	129.6	119.55	809	5.1	15.022	91.8	117.58	638	5.6	2,827	18.5	271	1.8	1,270	6.6	14	0.1
1973	22,230	144.6	125.07	730	5.0	16,116	102.0	121.75	750	6.8	2,980	20.4	312	2.1	1,323	8.1	19	0.1
1974	21,089	148.5	135.40	619	4.6	15,444	109.1	135.81	766	7.4	2,492	15.7	291	2.3	1,464	9.2	13	0.1
1975*	19,248	139.7	139.55	538	4.1	13,831	95.8	133.27	738	7.7	2,433	19.6	279	2.4	1,419	10.0	10	0.1

Insured employment: All persons who are covered by North Carolina Employment Security Law.

Source: North Carolina Employment Security Commission.

* Private Coverage only.

1975 estimate of 29,260 (Table 9). Total employment by place of residence, estimated at 28,390 in September, reflected a decrease of 100 from July but showed a substantial gain of 1,520 from a year ago. Unemployment declined with 1,880 jobless contrasted with 2,260 in July and 2,390 in September of last year.

The current (September, 1976) unemployment rate of 6.2 percent (or 1,880 persons) decreased below the July rate of 7.3 percent and is below the 8.2 percent experienced in the same month last year, when 2,390 persons were unemployed (Table 9). The local rate is a fractional 0.2 percentage points above the statewide rate of 6.0, but less than the national rate of 7.4.

Current Employment Trends.

Again using data compiled by the Employment Security Commission (September Labor Market Newsletter for Lenoir), an analysis is made of the area's current employment trends.

Manufacturing and non-manufacturing employment by place of work have shown comparatively small fluctuations in all industry groups since July, except in the textile industry, which lost 120 workers, and government, which added 400. Reduced customer demand has been cited for the decline in textile employment, while on the other hand, the rehiring of school personnel was largely responsible for the increase of government workers. Since a year ago, employment additions have been added to the major industry segments. Furniture employment (10,320), which by far outnumbers employment in all other industry groups, added the largest number of employees (1,390), followed by government, which added 690.

TABLE 7

OCCUPATIONS OF EMPLOYED PERSONS
16 YEARS AND OVER
1970 and 1975 - HUDSON

	1970	1975
Total Number	1,313	1,471
Professional, technical & related	87	95
Medical & health services	17	18
Teachers, elementary & secondary	43	47
Other professionals	28	30
Nonfarm Managers & administrators	88	96
Sales Workers	50	86
Clerical & kindred workers	190	209
Craftsmen, foremen & related	222	243
Construction craftsmen	63	69
Mechanics & repairmen	39	43
Other craftsmen	120	131
Operatives, except tranportation	515	566
Manufacturing	495	541
Nonmanufacturing industries	20	25
Transport equipment operatives	50	55
Laborers, nonfarm	54	59
Service workers	57	62
Cleaning & food service	38	41
Protective service	6	7
Personal, health & other services	13	14

Sources: Census of Population, 1970
North Carolina Employment Security Commission

TABLE 8

EMPLOYED PERSONS 16 YEARS AND OVER BY INDUSTRY
1970 AND 1975 - HUDSON

	1970	1975
Total number	1,313	1,471
Construction	68	80
Manufacturing	856	960
Transportation	45	49
Communications & public utilities	25	27
Trade	81	89
Finance, insuarance & real estate	60	66
Professional & related services	143	160
Educational services	88	97
Public administration	11	12
Other industries	24	28

Sources: Census of Population, 1970
North Carolina Employment Security Commission

TABLE 9

CIVILIAN LABOR FORCE 1/

LENOIR LABOR AREA
Caldwell County
September, 1976

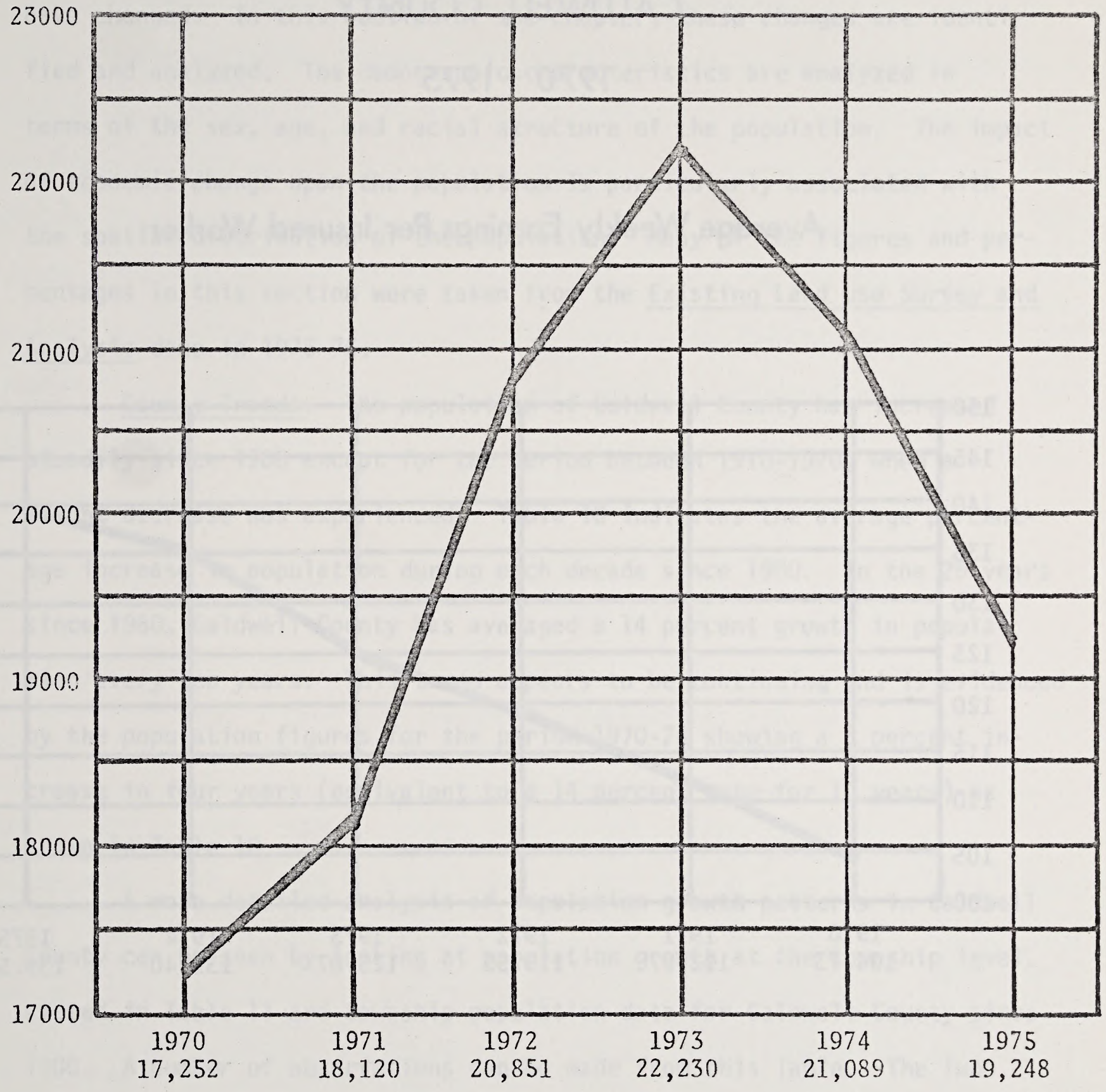
ITEM	NUMBER OF WORKERS			CHANGE TO CURRENT MONTH FROM:			
	Sept. 1976	July * 1976	Sept. 1975	July, 1976		September, 1975	
				Net	%	Net	%
CIVILIAN LABOR FORCE 2/	30,270	30,750	29,260	-480	- 1.6	+1,010	+ 3.5
UNEMPLOYMENT, TOTAL	1,880	2,260	2,390	-380	-16.8	- 510	-21.3
Percent of Civilian Labor Force	6.2	7.3	8.2	-1.1	xxx	- 2.0	xxx
EMPLOYMENT, TOTAL	28,390	28,490	26,870	-100	- 0.4	+1,520	+ 5.7
Agricultural	490	720	1,450	-230	-31.9	- 960	-66.2
Nonagricultural Wage & Salary	25,800	25,560	23,500	+240	+ 0.9	+2,300	+ 9.8
All Other Nonagricultural 3/	2,100	2,210	1,920	-110	- 5.0	+ 180	+ 9.4
INDUSTRY EMPLOYMENT BY PLACE OF WORK 4/							
Manufacturing	16,190	16,260	14,430	- 70	- 0.4	+1,760	+12.2
Durable Goods	12,250	12,190	10,800	+ 60	+ 0.5	+1,450	+13.4
Lumber & Wood	1,280	1,260	1,250	+ 20	+ 1.6	+ 30	+ 2.4
Furniture	10,320	10,280	8,930	+ 40	+ 0.4	+1,390	+15.6
Stone, Clay, and Glass	280	270	240	+ 10	+ 3.7	+ 40	+16.7
Machinery, Nonelec.	40	40	40	0	0	0	0
Other Durables 5/	330	340	340	- 10	- 2.9	- 10	- 2.9
Nondurable Goods	3,940	4,070	3,630	-130	- 3.2	+ 310	+ 8.5
Food	70	70	70	0	0	0	0
Textiles	2,400	2,520	2,190	-120	- 4.8	+ 210	+ 9.6
Apparel	670	680	610	- 10	- 1.5	+ 60	+ 9.8
Paper	380	380	340	0	0	+ 40	+11.8
Chemicals	300	300	290	0	0	+ 10	+ 3.4
Other Nondurables 6/	120	120	130	0	0	- 10	- 7.7
Nonmanufacturing	8,980	8,640	8,140	+340	+ 3.9	+ 840	+10.3
Construction	660	650	660	+ 10	+ 1.5	0	
Trans., Comm. & Pub. Utilities	910	920	790	- 10	- 1.1	+ 120	+15.2
Trade	2,600	2,670	2,620	- 70	- 2.6	- 20	- 0.8
Fin., Ins., & Real Estate	290	290	290	0	0	0	
Service, Except Domestic	1,510	1,500	1,460	+ 10	+ 0.7	+ 50	+ 3.4
Government	3,000	2,600	2,310	+400	+15.4	+ 690	+29.9
Other Nonmanufacturing 7/	10	10	10	0	0	0	

1/ Reflects 1974 Benchmark Data.
2/ Data based on place of residence.
3/ Includes nonagricultural self-employed workers, unpaid family workers, and domestic workers in private households.
4/ Industry segments are not additive to the "Nonagricultural Wage and Salary Employment" shown under Civilian Labor Force since labor force data are by "Place of Residence."
5/ Includes Miscellaneous Manufacturing and Fabricated Metals.
6/ Includes Printing and Publishing; Rubber & Leather.
7/ Includes Agricultural Services and Mining.
* Revised

CHART 2

AVERAGE MONTHLY INSURED EMPLOYMENT

1970 – 1975



Source: Employment Security Commission, 1976.

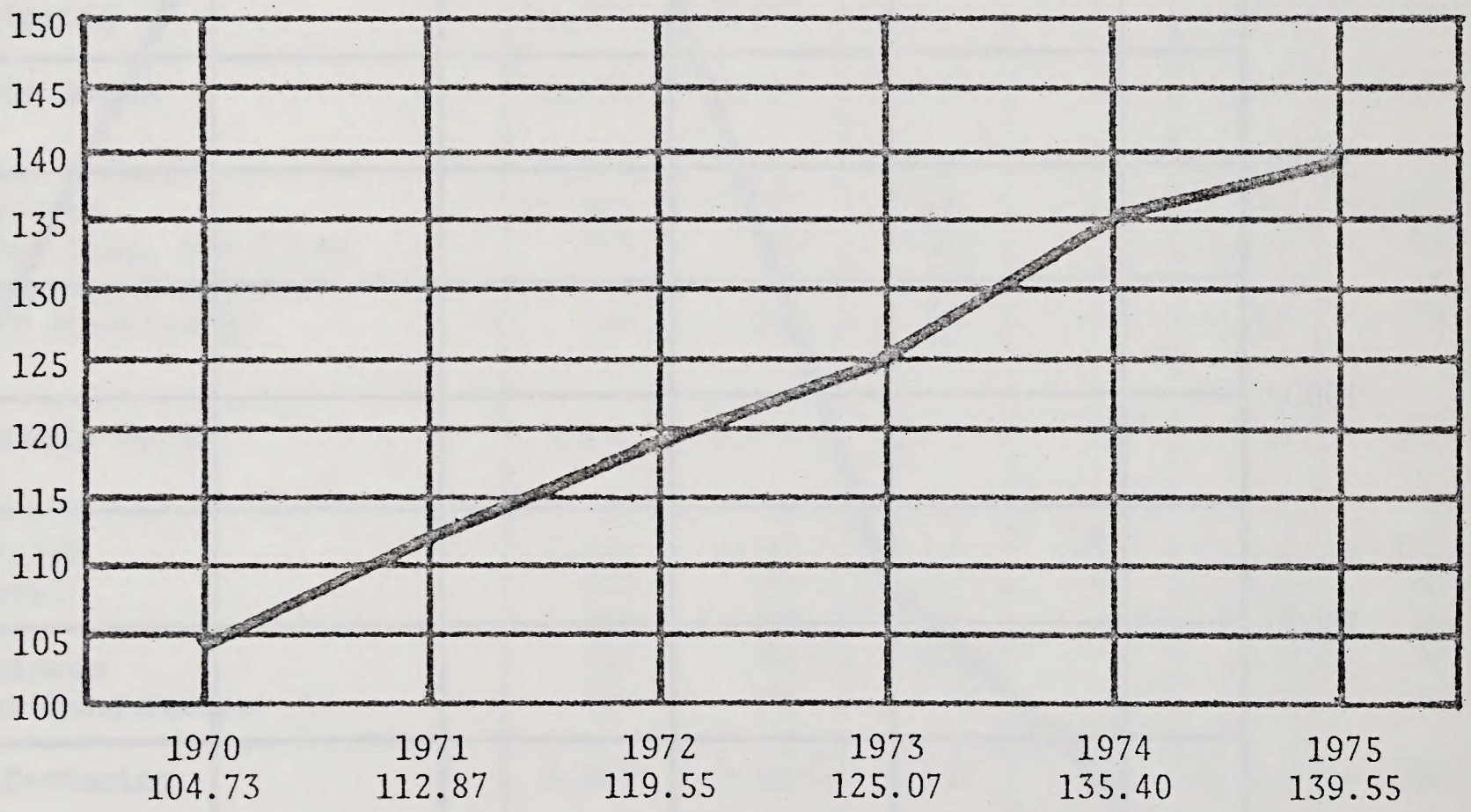
CHART 3

WAGE AND EMPLOYMENT TRENDS

CALDWELL COUNTY

1970 - 1975

Average Weekly Earnings Per Insured Worker



Source: Employment Security Commission, 1976.

Population Analysis

As a result of changes occurring in the Hudson economic base, the growth, distribution, and character of the Planning Area's population also have changed. In this section of the chapter, these changes are identified and analyzed. The demographic characteristics are analyzed in terms of the sex, age, and racial structure of the population. The impact of economic change upon the population is particularly associated with the spatial distribution of the population. Many of the figures and percentages in this section were taken from the Existing Land Use Survey and Analysis done in 1975-76.

County Trends. The population of Caldwell County has increased steadily since 1900 except for the period between 1910-1920, when a slight decrease was experienced. Table 10 indicates the average percentage increase in population during each decade since 1900. In the 25 years since 1960, Caldwell County has averaged a 14 percent growth in population every ten years. This trend appears to be continuing and is evidenced by the population figures for the period 1970-74 showing a 6 percent increase in four years (equivalent to a 14 percent rate for 10 years) as shown in Table 10.

A more detailed analysis of population growth patterns in Caldwell County can be seen by looking at population growth at the township level. Listed in Table 11 are township population data for Caldwell County since 1900. A number of observations can be made from this Table. The two most significant are that the rural northern townships have been experiencing decreasing population, whereas the southern, more developed townships have experienced steadily increasing population. Eighty-five percent

TABLE 10

CALDWELL COUNTY POPULATION, 1900 - 1980

Year	Population	Percentage Change
1900	15,964	--
1910	20,579	31.1
1920	19,984	- 2.9
1930	28,016	40.2
1940	35,795	27.8
1950	43,352	21.1
1960	49,552	14.3
1970	56,699	14.5
1980	67,746	16.3

TABLE 11

CALDWELL COUNTY TOWNSHIP POPULATION, 1900 - 1980

	1900	1910	1920	1930	1940	1950	1960	1970	1980
Globe	1,112	1,030	686	643	736	492	305	292	334
Hudson	690	1,167	1,157	1,722	2,492	3,363	5,240	8,041	10,026
Johns River	1,207	1,356	1,073	919	1,067	956	932	1,047	1,335
Kings Creek	1,166	1,286	1,000	966	1,202	1,377	1,360	1,055	1,408
Lenoir	2,873	4,804	5,084	8,969	11,776	4,255	15,609	16,979	18,750
Little River	1,467	1,458	1,339	1,419	1,693	2,060	1,994	2,337	2,782
Lovelady	1,941	2,649	3,587	5,462	5,922	6,756	7,477	8,536	10,734
Lower Creek	1,925	2,426	2,814	4,629	6,353	8,437	10,007	10,619	12,061
Mulberry	---	---	466	530	705	753	1,062	730	1,111
North Catawba	725	739	649	671	982	1,781	2,405	3,760	5,506
Patterson	1,512	1,625	985	1,185	1,626	1,965	2,108	2,202	2,510
Wilson Creek	---	917	231	133	107	97	45	60	67
Yadkin Valley	1,706	1,122	913	768	1,134	1,060	1,008	1,041	1,122

Source: U.S. Bureau of Census, Census of Population, 1980.

of the county's population is located in the five industrialized townships of Hudson, Lenoir, Lovelady, Lower Creek and North Catawba.

The figures in Table 12 reveal that since 1960 one of the fastest growing parts of Caldwell County has been the area contained in the Hudson Township. During the 1950-1960 period, a 55.8 percent growth was experienced with the population increasing from 3,363 to 5,240 persons. Between 1960 and 1970, the Hudson Township population rose from 5,240 to 8,041, for a 34.8 percent increase. During the most recent 1970-1980 period, the Township had an estimated 19.7 percent increase with the population increasing from 8,041 to 10,026 persons.

TABLE 12

CALDWELL COUNTY
SELECTED TOWNSHIP DATA 1900 - 1980

Township	1960	1970	1960-70 % Change	1980	1970-80 % Change
Globe	305	292	- 4.0	334	12.5
Hudson	5,240	8,041	34.8	10,026	19.7
Johns River	932	1,047	10.9	1,335	21.5
Kings Creek	1,360	1,055	-22.4	1,408	25.0
Lenoir	15,609	16,979	8.0	18,750	9.4
Little River	1,994	2,337	14.6	2,782	15.9
Lovelady	7,477	8,536	12.4	10,734	20.4
Lower Creek	10,007	10,619	5.7	12,061	11.9
Mulberry	1,062	730	-31.2	1,111	34.2
North Catawba	2,405	3,760	36.0	5,506	31.7
Patterson	2,108	2,202	4.2	2,510	12.2
Wilson Creek	45	60	25.0	67	10.4
Yadkin Valley	1,008	1,041	3.1	1,122	7.2

Source: U.S. Bureau of Census, Census of Population, 1980.

Municipal Trends. Caldwell County and its major population centers have all experienced population increases over the last 25 years, with the exception of Granite Falls. The population of Hudson has increased steadily from 1950 to 1980 and current projections indicate this trend will continue in the future.

As shown in Table 13, the Town of Hudson has been one of the fastest growing municipalities in Caldwell County since 1950. Although the City of Lenoir is the County's largest incorporated area (five times Hudson's size), Hudson has experienced a greater percentage of growth each decade in the last 25 years. Between 1950 and 1960, Hudson's population rose by 614 persons for a 67 percent increase. During the 1960-1970 period, Hudson experienced an 84 percent population increase rising from 1,563 to 2,820 persons. In the most recent period, between 1970 and 1980, Hudson's growth rate was 2.4 percent, based on a gain of 68 from 2,820 to 2,888. This reflects a much lower growth rate within the municipal limits.

TABLE 13

MUNICIPAL POPULATION DATA
CALDWELL COUNTY 1900 - 1980

Municipality	1900	1910	1920	1930	1940	1950	1960	1970	1980
Granite Falls	277	381	1,101	2,147	1,873	2,286	2,644	2,388	2,580
Hudson	---	411	403	650	748	922	1,536	2,820	2,888
Lenoir	1,296	3,364	3,718	6,532	7,598	7,888	10,257	14,705	13,748
Rhodhiss	---	---	---	---	---	587	509	472	427

Source: U.S. Bureau of Census, Census of Population, 1980.

Based on the preceding population analysis, it can be seen that the Town of Hudson is located in the area of Caldwell County that has experienced the largest amount of growth in the last 25 years. Hudson has developed from a small incorporated settlement into a progressive town. The Town has chosen a council-manager form of administration and has recently installed new water and sewer systems to serve its citizens. The effect of Hudson's population growth has caused numerous problems in providing services to the town's citizens. However, Hudson is steadily moving to solve and address these problems by increasing its efforts to provide citizens with the desired level of services along with a sound fiscal approach to financing them.

Characteristics of the Population. Table 14 summarizes the population of Hudson Township and Hudson by age, sex and race for the years 1960 and 1970. Examination of the figures in Table 14 indicates that the pre-school and elementary school age group population has increased over the ten year period in Hudson Township. All other age groups, 15 years and over, showed an increase in terms of net changes. The increase of the labor force age groups has been affected by increasing job opportunities in the county during the period 1960 to 1970.

The age structure of Hudson for 1970 is composed of about the same percentages of age groups as the Township of Hudson. Although age, sex and race figures are not available for Hudson in 1960, trends for the Township can be applied for the Town.

The only other notable change in the population characteristics would be that the number of females in the Town and Township has increased significantly over a period of ten years.

TABLE 14

POPULATION CHARACTERISTICS BY AGE, SEX AND RACE
FOR HUDSON TOWNSHIP -- 1960-1970 AND HUDSON -- 1970

	Population		Percent of Total		Population	Percent of Total
Age	1960	1970	1960	1970	Hudson	1970
Under 5 years	674	865	12.9	10.9	307	10.9
5-14 years	1,163	1,729	22.1	21.7	597	21.2
15-24 years	893	1,486	17.0	18.7	512	18.2
25-34 years	895	1,284	17.1	16.1	433	15.4
35-44 years	669	1,067	12.8	13.4	412	14.5
45-54 years	460	691	8.8	8.6	272	9.6
55-64 years	261	490	5.0	6.2	171	6.1
65 and over	225	352	4.3	4.4	116	4.1
Sex						
Male	2,635	3,915	50.3	49.2	1,359	48.2
Female	2,605	4,049	49.7	50.8	1,461	51.8
Race						
White	5,225	7,949	99.7	99.8	2,819	99.97
Non-white	15	15	.3	.2	1	,03

Source: U.S. Bureau of Census, Census of Population, 1970.

Educational Attainment. The educational attainment level of an area's residents is usually an accurate measurement of its economic well-being and potential. The better educated and/or trained the population is, the more desirable the area becomes to potential industries and other man-power oriented industries.

Examination of Table 15 reveals that 49.6 percent of Hudson's population over 25 years of age has completed at least three years of high school, with 7.4 percent having completed four or more years of college. These educational attainment percentages are much higher than the county's. The median for school years completed for the residents of Hudson is 11.3, in comparison to 9.7 overall for the county.

TABLE 15

YEARS OF SCHOOL COMPLETED

	Caldwell Co.	Hudson
Total persons 25 years and older	29,405	1,370
No school years completed	474	12
Elementary: 1 to 4 years	2,723	73
5 to 7 years	6,351	237
8 years	3,311	137
High School: 1 to 3 years	7,560	297
4 years	5,526	382
College: 1 to 3 years	1,932	131
4 years or more	1,528	101
Median school years completed	9.7	11.3

Source: U.S. Bureau of Census, Census of Population, 1970.

This speaks very highly of the quality of the labor force in Hudson. These high percentages are very important in attracting industry to the Hudson area, which would greatly enhance the economic base of the Planning Area.

Migration. Three basic causes for population changes in a community are births, deaths and migration. Migration is the residential movement of people into or out of the community.

The result of births and deaths within a given area is the "natural increase" of that area. This combination can result in a decrease in population, but it is rare for a community to have more deaths than births. Causes of migration are more variable. If ample employment and housing are available, people will remain in the general area or move in. If the local opportunity for work, together with housing for those who would move in, is not available, some must relocate to find these.

Table 16 shows the migration trend between 1960 and 1970 for Hudson and Caldwell County. Hudson experienced a very high in-migration (36.6%), whereas Caldwell County had an out-migration (- 1.7%).

TABLE 16

NET MIGRATION 1960-1970

	(1) Actual 1960 Population	(2) Natural Increase 1960-1970 */	(3) Expected 1970 Population (1+2)	(4) Actual 1970 Population	Net Migration (4-3)	% of 1970 Population
Hudson	1,536	251	1,787	2,820	1,033	36.6
Caldwell County	49,552	8,121	57,673	56,699	- 974	- 1.7

*/ Natural increase for Hudson is based on Caldwell County's rate due to methods of recording vital statistics for towns this size.

Source: Based on U.S. Census and North Carolina Department of Health data.

Future Population. Although estimates of future population are necessary and a vital part of the planning process, many demographers will not involve themselves in forecasts of small areas such as Hudson. They have been reluctant to project population levels for small areas because of the problems of forecast inaccuracies and the many variables involved. The location of one large industrial concern within the Hudson area in the future could result in population growth totally unpredictable at this time. Also, considering the long distance that many of today's workers commute to places of work, an increase in job opportunities would not necessarily result in a proportionate increase in the number of people residing in Hudson. Therefore, any projection techniques utilized for small areas are at best an educated guess as to what population levels might be in the future.

For purposes of this Land Development Plan, population projections for Hudson and the perimeter area are presented. Using U.S. Census data, population projection figures for 1970, 1975, 1980, and 2000 were derived based on population trends for 1950, 1960, and 1970 in Caldwell County, Hudson Township and the Town of Hudson (Table 17).

TABLE 17

SELECTED POPULATION DATA AND PROJECTIONS

	Caldwell County	Hudson Township	Hudson (corporate area)	Hudson (perimeter area)
1970	56,699*	8,041*	2,820*	4,181
1975	60,443	9,016	3,199	4,744
1980	66,600	10,100	3,579	5,307
2000	72,500	12,300	5,113	7,581

Source: Population Data and Projections, 1970 - 2000, Region E, Western Piedmont Council of Governments, 1979.

* U.S. Bureau of Census, Census of Population, 1970.

Existing Land Use Analysis

During 1975 and 1976, a land use survey and analysis was done for the Town of Hudson and its perimeter area by the Western Piedmont Council of Governments. Since that time, the Town acquired a new base map that included the lot lines within the corporate area. Along with this map, a new land use check was done and more accurate figures were obtained for the analysis. Also, portions of the Existing Land Use Survey and Analysis of 1975-76 have been included for reference.

The following analysis is basic to all long-range planning programs to be undertaken by the Town of Hudson. It is basic because an inventory

of existing physical characteristics of the Town must be documented before the process of long-range planning can begin.

This information is also valuable to other people involved in the development of the community. Transportation plans can utilize this information to determine the location of major traffic generators; land use data can be used to estimate existing and future service areas of utility systems; market analysts might use the information to detect areas of high land value and estimate markets for commercial sites; and the Town can make extensive use of land use maps in processing and analyzing zoning changes and subdivision proposals. Since it is important that an instant and accurate record of land use be available for the various reasons noted, it is important that this information be maintained and continually updated so as to avoid repeating the long, arduous and expensive process of another survey.

A detailed analysis of the acreage and present patterns of land use will reveal keys to past development trends and practices which have led to today's land use problems. It is important that the Town officials and the public be cognizant of these problems and their causes, so that, when applying future regulatory provisions, similar problems can be avoided.

Development Summary. The Planning Area contains approximately 10 square miles of land area with 2.4 square miles inside the Town limits and the remaining 7.6 square miles in the outlying perimeter area. Table 18 provides a generalized summary of land use in the Planning Area.

TABLE 18

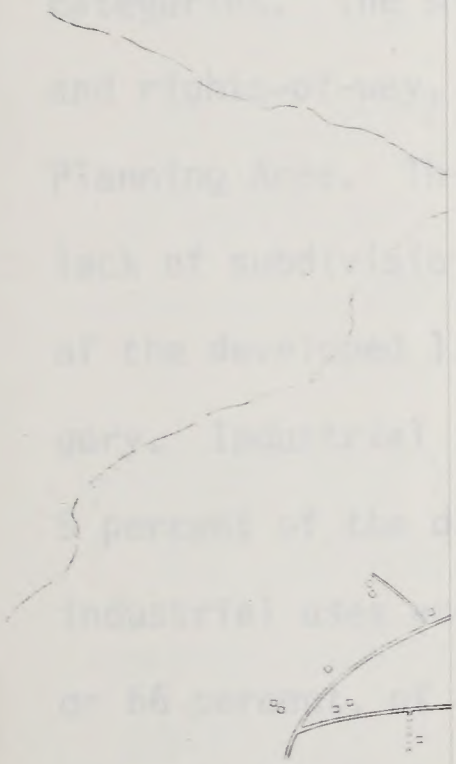
LAND USE SUMMARY DATA

	Corporate Area Acres/Percent		Perimeter Area Acres/Percent		Total Planning Area Acres	Percent
Developed Land	1,070	67	1,455	30	2,525	39
Vacant Land	521	33	3,404	70	3,925	61
Total Acres	1,591 (2.5 sq. mi.)	100	4,859 (7.6 sq. mi.)	100	6,450 (10 sq. mi.)	100

Source: Western Piedmont Council of Governments, Field Survey, March,

Land classified as developed includes such categories as residential, commercial, industrial, public and quasi-public, and transportation routes and rights-of-way. Over one-third, or 2,525 acres, of the Planning Area acreage of 6,450 acres is classified developed. The highest percentage of developed land is found inside the corporate area, where 1,070 or approximately 67 percent, of the land is classified developed, with 33 percent of the land vacant. This is a very high percentage of developed land, considering the actual size of the corporate area.

The perimeter area has 1,455 acres of developed land, or 30 percent of the overall land in the perimeter area. However, a common border with the City of Lenoir and the proximity of the Town of Granite Falls both contribute greatly to the majority of the developed land in the perimeter area. Table 19 gives a detailed examination of developed land in the Planning Area. See Map 4 for a graphic presentation of the existing land use.



Map 4
Existing Land Use

LENOIR CITY LIMITS

LEGEND:
- Structures
- Paved Roads
- Unpaved Roads
- Railroads
- Bodies of Water
- Streams
- City Limits
- One-Mile Perimeter
- Residential
- Commercial
- Industrial
- Public & Quasi-Public

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TOWN OF
HUDSON
North Carolina
DECEMBER 1981

Drawn By:
Western Piedmont Council Of Governments

SCALE IN FEET

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TABLE 19

LAND USE BY CATEGORY FOR DEVELOPED LAND

Category of Use	Corporate Area Acres	Corporate Area Percent	Perimeter Area Acres	Perimeter Area Percent	Total Acres	Planning Area Percent
Residential	589	55	814	56	1,403	56
Commercial	43	4	67	5	110	4
Industrial	62	5	118	8	180	7
Public/Quasi-Public	169	16	105	7	274	11
Transportation routes & rights-of-way	207	20	351	24	558	22
Total Developed Acres	1,070	100	1,455	100	2,525	100

Source: Western Piedmont Council of Governments, 1981.

As shown in Table 19, land used for residential purposes comprises 56 percent of development in the Planning Area and dominates all other land use categories. The second largest land use category is transportation routes and rights-of-way, which account for 22 percent of the developed land in the Planning Area. This high percentage is due to no previous planning and the lack of subdivision regulations. Public/quasi-public uses occupy 11 percent of the developed land in the Planning Area as the third largest land use category. Industrial uses rank as the fourth largest land use category, occupying 5 percent of the developed land in the Planning Area. A majority of these industrial uses are located in the perimeter area, which has 118 of 180 acres, or 66 percent, of the industrial acreage. Commercial land uses occupy 110 acres in the Planning Area and constitute 4 percent of the developed land in the Planning Area.

Land Use Quantities. In this section, the existing characteristics of each land use category are presented. As an aid in comparing data,

reference is made to Map 2, "Study Areas," on page 7 and Table 19, "Land Use Category for Developed Land," on page 44.

Residential.

Residential use is defined as land with existing structures used as homes for human habitation, including single family, two family (duplex), multi-family (apartments), tourist homes and mobile homes. Residential uses occupy 55 percent of the developed land in the corporate area, 56 percent of the developed land in the perimeter area, and, when combined, total 1,403 acres, or over half of the developed land in the Planning Area.

Primary areas of residential activity appear to be in the southwestern portion of the Town (Study Area 1), with some new residential growth occurring in the northeast portion of the perimeter area (Study Areas 9 and 10).

Commercial.

Commercial use is made up of retail, wholesale, and selected services. These uses occupy 43 acres, or 4 percent, of the developed land in the corporate area, and 67 acres, or 5 percent, of the land in the perimeter area.

A majority of the selected services and retail uses in the Planning Area are concentrated in the CBD of the corporate area. Retail uses are also located in an area known as the Joyceton Community. The major concentrations of commercial land in the perimeter area are found in Study Areas 9 and 10.

Industrial.

Industrial uses are defined as those land uses in which a mechanical or chemical transformation of organic or inorganic substances into new

products takes place, such as furniture fixtures, wood products, textile goods, chemicals and leather goods.

Recent industrial development has occurred mostly along the corridors parallelling the railroad and U.S. 321 (Study Areas 6 and 11). For the most part, the industries that are located within these areas are not offensive to adjacent areas. However, the older industries that are located in the CBD and Study Area 2 are surrounded by deteriorating mill houses, which tend to blight the areas around the industries.

Public/Quasi-Public.

Institutional land uses are defined as land on which educational, governmental, religious, recreational and civic or private club activities are located. This type of development accounts for 274 acres, or 11 percent, of the developed land in the Planning Area. The majority of the developed land in this category is occupied by the public schools and Caldwell Community College.

Transportation Routes and Rights-of-Way.

This land use is comprised of public and semi-public rights-of-way, streets, alleys, roads, railroads, parking facilities, transportation terminals, and routes of existing electricity and gas transmission lines.

Within the Town itself, there are 207 acres of land in transportation uses for a 20 percent share of the corporate area's developed acreage. The street system within the corporate area is very poorly laid out and in effect has been wasted due to the poor coordination of development.

The perimeter area has approximately 357 acres of transportation uses, which occupy 24 percent of the developed land in that area. About 70 percent, or a majority of the unpaved or narrow roads, are located in Study

Areas 6, 9, 10 and 11 of the perimeter area and the remaining 30 percent are in Study Areas 1, 4 and 5 in the corporate area.

Vacant Land.

Vacant land accounts for almost two-thirds of all the acreage in the Planning Area, with 3,935 acres of vacant land out of a total acreage of 6,436. The corporate area has a total of 1,577 acres, of which 521 acres are vacant and undeveloped land. Vacant land represents 30 percent of the uses in the corporate area. In the perimeter area, vacant land totals 3,414 acres and occupies 70 percent of the 4,859 total acreage.

Water and Wastewater Facilities. Construction was completed on the Town's $3,500,000 water and sewer improvements project in 1977. When the new facilities were completed, water and sewer service became available to virtually all portions of the Town.

The Town's new water system consists of 6-inch, 8-inch and 12-inch lines, a new 500,000 gallon elevated storage tank, and a new booster pumping station. The water facilities were designed for an average daily flow of 431,000 gallons and a maximum daily flow of 800,000 gallons. Water is purchased wholesale by the Town of Hudson from the City of Lenoir and resold to local customers.

The 1975-76 construction expansion program called for an entire collection system. Approximately 150,000 feet of pipelines, a 500 gallon per minute (gpm) sewage pumping station and two submersible sewage pumping stations have been constructed, and sewer service is now available to virtually all areas within the Town limits. Provision for future expansion to the system will be possible. Wastewater collected in the above Hudson sewerage system is discharged to the City of Lenoir Gunpowder Creek Wastewater Treatment Plant.

Land Use Problems. This section summarizes the existing and potential land use problems in the Planning Area. Specific problems and potentials in each land use category are identified and discussed.

Residential Land Use Problems.

The presence of commercial and industrial activities in many residential areas has fostered blight and deterioration of neighborhood character. Study Areas 3, 4 and 9 have a large share of the commercial and industrial uses along U.S. 321A and also contain some of the most concentrated areas of substandard housing in the entire Planning Area. Crowded lot development is a problem in Study Areas 3 (Mt. Herman Road), 4 (Floral Avenue) and 9 (McCrary Road), and is a result in many cases of poorly planned mobile home placement. Examples of neighborhoods with both mixed uses and crowded lot development include the Joyceton community in and around McCrary Road and the Dogwood Street area. Many streets in residential areas are unpaved, narrow and in some cases improperly platted. Many residential lots in the perimeter area have substandard accessory features.

Commercial Land Use Problems.

Existing commercial development is spread out with most establishments located along major highways. Many of these retail and service businesses are suffering from poor site location, inadequate setbacks and lack of on-street parking. A good example of congestion problems related to commercial development can be found along U.S. 321A through Hudson. Severe traffic congestion occurs on this section of highway in the afternoon when the furniture and textile mill employees are combined with late afternoon or morning shopping traffic. The lack of parking east of the railroad lines together with inadequate building setbacks and the presence of the railroad

line itself create a very difficult traffic flow situation. Enforcement of a sound zoning ordinance would help prevent these undesirable situations from occurring in future development by guiding the location of commercial activity and at the same time assuring compliance with accepted development standards. There is some commercial blight in the CBD, with one older vacant building which formerly housed several businesses, in need of demolishing and three others in need of rehabilitation. Several other commercial structures are in need of rehabilitation with the majority at separate locations east of U.S. 321A in Study Areas 3 and 9. There is an undesirable mixture of commercial, residential and industrial land uses in many of the same areas complicated by inadequate or total lack of buffer zones between these incompatible activities. This development is a result of inadequate land use controls.

Industrial Land Use Problems.

It is a recognized fact that the existing industry in Hudson provides the Town with a valuable economic base. There are, however, many problems in the Town which industry has created and to which it has contributed. Many industrial concerns lack not only adequate buffer zones with adjoining land uses but also space for future plant expansions. As a result, when the expansion of current facilities is needed, industrial uses must encroach on or expand into neighborhoods or areas where industry has a deteriorating influence. These industrial encroachments are not only incompatible with surrounding land uses, but many times do not provide the industries with the desired space or accomodations they need for expansion. Examples of these potential situations can be found in Study Areas 2, 3 and 4 in the corporate area. Resulting problems include peak hour traffic congestion, environmental pollution (air or water) and a wide range of deteriorating effects on the more sensitive land uses (e.g., low density residential).

Public/Quasi-Public Land Use Problems.

A majority of the Planning Area is lacking in recreational areas such as ballfields and small parks. Study Areas 3 and 4 have the largest amounts of recreational acreage but tot lots and small playfields are needed in Study Areas 1, 2, 5, 6, 7, 8, 9, 10 and 11. According to standards recommended by the National Recreational Association, a community needs one acre of park/ playground for every 100 persons of population. The 1980 population of the Hudson corporate area was 2,888 and the perimeter area was 4,744, for a combined total of 7,632 persons. Using the above standards, 76 acres of parks and playgrounds are needed in the Planning Area.

Transportation Problems.

Many of the streets in the Planning Area are poorly laid out and misaligned. The lack of design controls in the development of residential streets and thoroughfares has resulted in many dead-end streets without cul-de-sacs or turning areas. This causes sections of streets to be non-continuous and can result in delay problems for the average driver or, more importantly, for emergency vehicles unfamiliar with certain neighborhoods. Many of these same streets (about one-third of all streets in the Planning Area) are under-maintained and in need of widening, paving, curb and gutter and sidewalks. Poor lot layout in some older areas is evident where small parcels were platted with streets to both the front and the rear of the lots (double-fronted). One reason for the lack of continuity in many of the local streets is that developers in the area have not coordinated newer developments with the older existing subdivision patterns. Subdivision regulations and a program of enforcement are needed in Hudson and the Planning Area in order to ensure sound residential development and to prevent sections of undeveloped

land from becoming landlocked and unusable due to inadequate platting and subdivision design practices.

A major transportation problem that exists in Hudson is the continuing traffic congestion on U.S. 321A. Factors that have led to this problem include: commercial and industrial activities on U.S. 321A and the traffic they generate, which impairs the traffic carrying capability of the present facility; the parallel railroad lines of Carolina Northwestern; a shopping center; large turning movements; ineffective traffic signals; and on-street parking along U.S. 321A.

No overall coordination of a master thoroughfare plan for the Planning Area has been carried out and this is another reason for numerous circulation problems in the Town. A Lenoir-Hudson Thoroughfare Plan was completed in July, 1974, by the North Carolina Department of Transportation and adopted by the Town on October 1, 1974. This report identifies many of the traffic problems in Hudson, makes recommendations for alleviating the current conditions, and proposes alternative highway improvement projects to correct existing problems. The Plan makes recommendations that are concerned with: relieving traffic congestion in the north-south corridor of U.S. 321A between Lenoir and Hudson; relieving traffic congestion in the Hudson business district, especially on U.S. 321A; provision of additional connectors between US. 321 and U.S. 321A at key locations; and recommends a traffic operations study be conducted to pinpoint the primary causes of the congestion problems. Implementation of the projects and recommendations in this report would be a big step in correcting the existing traffic problems in Hudson.

Vacant Land Problems.

Vacant lands, as shown previously in Table 19, make up over 61 percent or almost two-thirds of the Planning Area. The fact that over two-thirds of the land in the corporate area and one-third of the land in the perimeter area is developed clearly necessitates a carefully planned approach to guiding future growth in the remaining 3,935 acres.

Some of the conditions which are not conducive to development in the vacant area include: floodplain and low-lying areas subject to flash flooding; undesirable soils associated with wetlands; soils not best suited for septic tank placements; and areas with severe relief or drainage problems, as shown on Map 5.

It can be seen from Maps 5 and 6 where the largest combination of vacant land and favorable development areas lies in the Planning Area. Study Areas 7, 10 and 11 in the perimeter area have the largest quantities of vacant land best suited for future development. Some portions of Study Areas 6 and 11 have rolling terrain and are cut by numerous drainage areas.

MAP 5

FLOOD PRONE AREAS
HUDSON PLANNING AREA

DENOTES LOWLANDS THAT ARE FLOOD PRONE

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LENOIR CITY LIMITS

The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended

MAP 6

FUTURE LAND USE DEVELOPMENT FACTORS
HUDSON PLANNING AREA

LEGEND

- PRIME RESIDENTIAL
- PRIME COMMERCIAL
- PRIME INDUSTRIAL
- PRIME OPEN SPACE RECREATION

LENOIR CITY LIMITS

21" SEWER OUTFALL LINE

WATER 20" MAIN

SEWER TREATMENT PLANT

RAIL FACILITIES

N

PERIMETER PLANNING AREA

ADOPTED DEC. 30, 1976

The preparation of this map was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended

Planning Approach. A great deal of information has been presented up to this stage concerning population, economy and land use characteristics so that a definite approach to long-range planning can be established. It has been found that Hudson is a small industrial town providing most of its working and living areas. For the most part, there is some degree of dependence upon neighboring areas for services and goods.

Due to the Town's high mean family income and its current growth trends, expansion of the Town's facilities (retail, wholesale and municipal) should evolve to retain the outgoing cash flow. Long-range planning should therefore allow for existing and future residential, commercial, industrial and municipal growth.

IV. DEVELOPMENT GOALS AND OJBECTIVES

Development goals and objectives constitute the basic development policies of the Planning Board and the Town Commissioners and provide the framework for detailed recommendations which are intended to implement the policies. The goals and objectives contain a degree of flexibility which insures adaptability to meet future unpredictable demands, reasonable expectation of execution and a balanced maximum benefit to existing and future residents of the Hudson Planning Area.

Constant review of the goals and objectives is an integral part of the continuing planning process which should be carried on by the Town. As plans are implemented through action programs, the physical, social and economic results may lead to a refinement of these goals and objectives, thus, to a refinement of the plan. The planning process, therefore, involves continuous discussion and interaction by policy makers and the public in order to continue constructive courses of action to guide the physical growth of the Town in the most desirable way.

General Goals

The Land Development Plan proposes that the Town continue in its present role as an urbanizing area, but with increased diversification of commercial, professional and industrial areas. With this as a basis, the following goals have been established.

- The Town should retain, to the extent possible, its viable neighborhood concentrations. The various land uses should be coordinated to achieve efficient functioning of the Town for the convenience and well-being of its residents, workers and visitors.

- Traffic and circulation must be coordinated with the various land uses to maximize safety and for the efficient movement of goods and people.

- Commercial, professional and other selected service uses to serve the needs of the Town residents and of those of the area should be concentrated in selected areas of the Town.

- To maintain and improve the existing character of the community as a combination of residential community and industrial center.

- To attract new developments designed to make the community a more healthy, safe and convenient place in which to live, and to provide a pleasant and attractive atmosphere for living, shopping, recreation, civic, cultural, and service functions.

- To guide and direct the development of the foreseeable future into desirable forms and patterns rather than inefficient and uncontrolled sprawl throughout the area.

- To coordinate living areas, working areas and leisure-time areas into an integrated relationship and create a unique combination of function, circulation and image through which a balanced community development can be reached.

Cultural and Aesthetic Goals

- To preserve and enhance the value of places and objects of historic and cultural importance to the community.

- To preserve local unique and traditional qualities and to create a new image of what the community could be under planned development and improvements.

- To designate and utilize water courses and areas of scenic values as important natural features to be retained and/or developed.

- To encourage good urban design to improve the appearance of the central business district, the highways, streets, bridges, intersections and the street facilities which will enhance the aesthetic qualities and reflect the beauty and attractiveness of the community.

Socio-Economic Goals

- To plan land use allocations and public facilities and services to meet the needs of the future.

- To provide adequate recreational, education and health facilities for promoting a sound and healthy society.

- To encourage the installation of business and industrial establishments that would be most desirable for the community from a socio-economic standpoint.

Objectives

Future development within the Town should be directed so that the most desirable locations for residential uses, adequate and suitable locations for the necessary supporting commercial uses, areas deemed necessary for community facilities, sufficient space for recreational purposes, and the most appropriate areas for the location of industrial activities are provided in accordance with the Land Development Map.

Residential Land Use. Residential development is the predominant land use in the Town. In determining the type of residential density and character of future development most suitable for various sections of the Town, the following land use objectives are recommended:

To maintain or raise residential values by preventing the introduction of incompatible uses, by requiring good standards in new residential development and by preserving, protecting and using natural beauty wherever possible.

All residential areas should have sufficient space, privacy and convenience to meet accepted standards of community health, safety and welfare, in accordance with existing health and housing ordinances.

Commercial Land Use. The growing population of Hudson will require an increasing amount and variety of business development to serve it. To the degree that it is possible for residents to find the goods and services they desire in the Town, they will have added convenience in their daily living and at the same time have the benefit of an increased tax base produced by business development.

As the Town further develops, proposals for various types of commercial development may be received. The following objectives will provide a basis for examining and deciding upon various proposals:

There should be a limited number of business locations. Consideration should be given to the expansion and filling in of existing business groupings and the need to protect established residential areas.

Business areas should be located on streets capable of handling or being improved to handle anticipated traffic flow to the commercial sites.

Business areas should be protected from undesirable uses.

Commercial areas should be developed to standards which reflect the best of modern development practices.

Industrial Land Use.

Industrial enterprises should be encouraged to locate in Hudson.

The Town of Hudson should cooperate with the County and the region in an effort to promote the attract industrial, business and professional activity.

Performance standards are recommended as zoning control for industrial land use.

Industrial park type development and criteria are most desirable, although other types of industrial development and uses should be encouraged in designated areas.

Public Land Use. A necessary adjunct to planning for new land uses is a program of public facilities and buildings to serve these land uses. It is a normal consequence of growth that the need for certain services arises, and where formerly satisfactory facilities may have existed, improvements and changes often become necessary. The following objectives concerning public land use are recommended:

Provide sufficient land for open space and recreation for all age groups at locations accessible from concentrations of residential development and to all residents of the Town.

Assure the development of neighborhood open space by seeking donations of land from developers of new residential developments.

Cooperate with the County, State agencies and quasi-public groups in acquiring and developing recreational areas on a regional joint-use basis.

Implementation.

To adopt and use a public improvement program as a major tool for the accomplishment of the comprehensive plan.

To implement the land use plan through adoption of zoning ordinances, subdivision regulations and the official map, which are in agreement with the plan.

To rigidly enforce zoning, subdivision and other development and construction codes throughout the Planning Area.

To encourage sound land planning and development by private enterprise.

To achieve continuing coordination and cooperation of public and private agencies in regard to development policies, programs and projects.

To maintain a continuing program of public communication in order to keep the planning goals constantly before the eyes of every citizen.

V. LAND DEVELOPMENT PLAN

The purpose of the Land Development Plan is to set out in spatial form recommended policies for the Hudson Planning Area. It represents an attempt to maximize the utility of land in order to produce the most attractive environment for residences, businesses and recration, based on an analysis of area and local conditions.

As discussed in the Analysis of Existing Conditions, the population of the Planning Area is expected to be somewhere around 12,700 by the year 2000. This increase will necessitate the provision of new areas of development.

The Land Development Plan is produced upon the contemplated needs of the Planning Area by the year 2000. The Plan is based on the present rate and pattern of development and the probable direction and rate of growth during the planning period.

The Planning Area's proposed future Land Development Plan is illustrated by Map 6 and the future land use requirements are presented in the following table.

TABLE 20

HUDSON PLANNING AREA'S PROJECTED
LAND USE NEEDS FOR THE YEAR 2000

Land Use	Acres Developed 1981 (1)	Acres Per 100 Pop. (2)	Development Factors (3)	2000 Pop. in 100's (4)	Acreage Needed 2000 (5)
Residential	1403	18.38	1.00	126.94	2220
Commercial	110	1.44	1.00	126.94	170
Industrial	180	2.35	.95	126.94	260
Public/Quasi-Public	274	3.59	1.50	126.94	436

(Notes appear on following page.)

(1) Compiled from a windshield survey conducted during September, 1975, and March, 1977, by the Western Piedmont Council of Governments updated in 1981.
(2) Based on 1980 population of 7,632 for the Hudson Planning Area. (Example: 1403 ÷ 76.32 = 18.38).
(3) Numerical factor that represents existing development patterns, local trends, and certain growth prospects that were revealed by review of area population and economic characteristics and a survey of existing land use.
(4) Based on a year 2000 population projection of 12,694 by the Western Piedmont Council of Governments.
(5) The year 2000 acreage needs in each use category were derived by multiplying existing acres per 100 population by the development factor and the result by the year 2000 population in 100's.

Source: Western Piedmont Council of Governments staff projections.

Locational Standards

Locational standards are similar to land use relationships in that they both are concerned with the best placement of the major land use, but they go a little farther. Locational standards are more involved with economic considerations of land use in addition to the physical. Major land uses -- residential, commercial, industrial, public/quasi-public -- have specific criteria which should be followed in order to achieve the most appropriate land use pattern for the Planning Area. The success of the Land Development Plan relates directly to the Town's ability to satisfy the following criteria and locational requirements.

Residential Locational Standards. The flexibility of locating residential areas is much greater than either that of commercial or industrial. To insure future residential development against blight or deterioration, the following location requirements should be used in planning for residential areas:

1. Neighborhood Unit Concept - The concept has as its purpose the creation and development of a clearly identifiable natural neighborhood, built around a focal point such as a school or recreational use. The neighborhood should be served by a network of collector and minor streets fitted to the terrain with careful consideration given to drainage, sight distance, maintenance, economy, and emergency and service vehicle access. It should not be bounded or penetrated by primary streets. As a rule, the neighborhood would provide housing for a population which would support an elementary school.

2. Locate residential areas in convenient proximity to working and shopping areas and tie them together with a thoroughfare to insure easy access back and forth.

3. Where possible, vacant areas of existing development should be filled in before new development areas are begun.

4. Isolate less densely populated living areas from traffic and traffic producers and incompatible land uses.

5. Residential areas should be well protected from incompatible land uses. Poor design which is not complementary to existing design, industrial uses, as well as scattered commercial uses, can cause detrimental effects to the residential living area.

6. Utilize wherever possible natural or man-made physical barriers to separate incompatible land uses.

7. Areas subject to flooding and areas with steep topography, in excess of 20 percent slope, should be avoided and even possibly remain as open space.

8. Residential streets should be designed to discourage through traffic, but major thoroughfares should be easily accessible.

9. Utilities should be available to residential areas before development occurs or they should be capable of being installed without excessive cost to either the homeowners, developer, or others.

10. Development requiring municipal sewerage should be contained wherever possible within an area serviceable by gravity flow.

Commercial Locational Standards. Commercial land use in the Planning Area can be broken down into three classifications: (1) Central Business District, (2)Neighborhood Business District, and (3) Highway Business District.

The CBD is the area in the central portion of Hudson where the concentrated business development is located. In order to ensure orderly commercial growth in the future, these development standards need to be considered:

1. Should be of a compact size and related to the market area it serves.

2. Activities that do not require a central location or which are incompatible with the central area function should be encouraged to relocate in outlying areas.

3. Parking areas for commercial activities should be well located and have convenient access to the major traffic arterials.

4. Areas established for business purposes should be adjacent to residential neighborhoods and not located within them.

The Neighborhood Business Districts are scattered throughout the Planning Area. To avoid future problems from their locating in the area, these standards are suggested:

1. Consideration of new Neighborhood Business Districts should be given in light of such elements as off-street parking, traffic generation, effects on surrounding land uses, noise, and buffers.

2. Designated entrances and exits should be provided and consideration should be given to landscaping for aesthetic purposes.

3. Business developments should be approved only after sufficient development aspects of proposed sites are analyzed and it is assured that street grades, intersections, access points, and rights of way are adequate.

The Highway Business Districts are generally located on the major thoroughfares leading into and around the developed areas of the Town. Strip commercial development in many areas has seriously impaired the traffic carrying capacity. Failure to buffer adjoining residential areas has, in many cases, created bands of blight along these bordering arterials. To avoid the problems which now exist, the following standards are suggested:

1. While strip development along arterial streets should be permitted where required by necessity or convenience, this type of development should be restricted to areas where commercial activities will not create blighted conditions in residential neighborhoods.

2. It is desirable to encourage highway-serving businesses to locate in pre-selected areas where a sufficient amount of land should be allocated to allow investors a certain degree of choice, while the Town still has the benefit of controlling development.

3. Adequate buffering should be provided between commercial and residential areas.

4. Adequate off-street parking should be provided in such a manner that no parking can take place on public rights-of-way.

Industrial Locational Standards. In planning for industrial development, locational concerns that are common to both industry and communities must be considered.

There are certain minimum requirements which should be met by an industrial site suitable for industrial operation. Some of the requirements include the following:

1. Industrial sites should be either in or near the corporate limits where municipal facilities and services, such as public water and sewer and fire protection, either are provided or can be provided.

2. Location should be considered so as to minimize obnoxious external effects on adjacent non-industrial land uses.

3. Industries should be located on sites that are relatively level, well drained, and not subject to flooding.

4. Industries should be located where railroad and major highway access is available.

5. Industries should be located in areas where they can be assured by the Town that existing and proposed development in these selected areas will not be incompatible with various industrial operations.

6. Industries should be within easy commuting time of residential areas and accessible to major thoroughares and transit routes directly connected with housing areas.

Suggested space requirements for industrial sites and complexes are:

- Total gross land requirement for all industry is 12 acres per 1,000 population.
- Heavy industrial development - 10 acres per 1,000 population.
- Light industrial development - 2 acres per 1,000 population.
- Land requirements for pre-planned industrial parks - minimum 320 acres - ideal 640 acres.

- Ample land for industrial use should be reserved for a minimum of 50 years future growth.*/

- Ample parking should be provided to allow one car space for every 1.2 workers. **/

Public and Quasi-Public Locational Standards. The terms public and quasi-public are somewhat broad in scope and include not only public facilities and services, but also facilities owned and operated by private enteprprise for the community. They are important components of a town and add immeasurably to the quality of urban life. Some serve as necessities, while others are highly desirable for cultural, religious and educational enrichment. Listed below are standards which are broadly based guides established to aid the Town of Hudson in developing public and quasi-public facilities and services:

1. Public and quasi-public facilities should be located near major streets in order to better serve the community.

2. Public and quasi-public buildings should be conveniently located and readily accessible to the people served.

3. Recreation centers and areas of play should be located in the center of the area with which they are associated.

4. Recreational areas should be placed on land that is most suited for the different recreational needs.

5. Recreational areas should have a variety of facilities to serve the many different age groups.

6. Recreational areas should be within easy walking distance or driving range of people.

7. Standards for locating park and recreation facilities are denoted in Table 21.

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*/ George Hez, Urban Land, May, 1961, Chapter XX, "Standards for New Development - The Denver Background" p. 5.

**/ Kevin Lynch, Site Planning, Second Ed., August, 1972, Chapter XV, "Special Types of Site Planning" p. 340.

TABLE 21

PARK AND RECREATION STANDARDS

A. Standards for Recreational Activities

Type of Recreational Activity Type of Recreational Activity	Space Requirements for Activity per Population	Ideal Size of Space Required for Activity	Recreational Area Wherein Activity May Be Located
Active Recreation			
1. Children's Play Area (with equipment)	0.5 acre/1,000 pop.	1 acre	Playgrounds-Neighborhood Parks-Community Parks-School Playgrounds
2. Field Play Areas for Young Children	1.5 acre/1,000 pop.	3 acres	Playgrounds-Neighborhood Parks-Community Parks
3. Older Children-Adult Field Sports Activities	1.5 acres/1,000 pop.	15 acres	Playfields-Community Parks-District Parks
4. Tennis-Outdoor Basketball-Other Court Sports	1.0 acres/5,000 pop.	2 acres	Playfields-Community Parks
5. Swimming	1 outdoor pool/25,000 pop.	Competition size plus wading pool - 2 acres	Playfields-Community Parks
6. Major Boating Activities	100 acres/50,000 pop.	100 acres and over	District Park-Regional Park, Reservation
7. Hiking-Camping-Horseback Riding-Nature Study	10 acres/1,000 pop.	500-1,000 acres	Large Distirct Park-Regional Park
8. Golfing	1 18 hole course/50,000 pop.	120 acres	Community Park-District Park
Passive Recreation			
1. Picnicking	4 acres/1,000 pop.	varies	All parks
2. Passive Water Sports-Fishing-Rowing-Canoeing	1 lake or lagoon/25,000 pop.	20 acre water area	Community Park-Special Regional Reservations
3. Zoos, Arboretums, Botanical Gardens	1 acre/1,000 pop.	100 acres	Large District Lake-Special Facility

(Table 21 continues on following page)

TABLE 21

PARK AND RECREATION STANDARDS

(page 2)

Type of Recreational Activity	Space Requirements for Activity per Population	Ideal Size of Space Required for Activity	Recreational Area Wherein Activity May Be Located
Other			
1. Parking at recreational areas	1 acre/1,000 pop.	varies	Playfields, Community, District & Regional Parks
2. Indoor recreation centers	1 acre/1,000 pop.	1-2 acres	Community Parks
3. Outdoor theaters, band shells	1 acre/25,000 pop.	5 acres	District Parks

B. Standards for Recreation Areas

Type of Area	Acres per 1,000 pop.	Size of Site		Radius of Area Served
		Ideal	Minimum	
Playgrounds	1.5	4 acres	2 acres	0.5 miles
Neighborhood Parks	2.0	10	5	0.5
Playfields	1.5	15	10	1.5
Community Parks	3.5	100	40	2.0
District Parks	2.0	200	100	3.0
Regional Parks and Reservations	15.0	500-1,000	varies	10.0

Source: Urban Design Criteria, DeChiara and Koppelman, 1969.

8. Whenever possible, recreation and school areas should be developed on adjacent sites in order to obtain an integrated and complementary program.

Remaining public and quasi-public facilities and services should be handled and improved on a use or community need basis.

Land Development Proposals

The following proposals and recommendations are proposed for the social, economic, and physical development of the Hudson Planning Area. Each land use is presented separately and provides a detailed description of each future land use.

Residential Development Proposals. The recommended residential development plan is based on an analysis of a number of factors: natural physical factors (soil conditions and drainage), manmade physical factors (the influence of the road system, utilities and existing centers are they are likely to influence future residential development), suggested locational standards (criteria for development), and, lastly, an evaluation of growth forces in the area.

In determining future residential space, adequate provisions have been made for various types of residential development and densities to suit the needs and desires of the residents of Hudson. As shown in Table 19, there are 589 acres of residential land in the Town and 814 acres in the perimeter area. Considering the present rate of growth, there will be a need for 830 additional acres of residential land in the Planning Area by the year 2000.

More than the required amount of land should be reserved for single family residential development. This would ensure that enough desirable land, and land suitable for residential development, would be available. It is also desirable and advantageous to keep vacant, potential residential land in the

highest land classification to prevent detrimental effects of some lower classification. Areas suitable for residential development are outlined on Map 7.

Adoption and implementation of sound zoning regulations are the key to guiding and stimulating growth in the Planning Area. The adoption and enforcement of subdivision regulations would also serve as a valuable tool for guiding residential growth.

Recommended Land Use Objectives.

1. To establish a residential density pattern designed to produce desirable concentrations of residences which will not overburden the local community facilities or cause congestion.

2. To offer a wide variety of dwelling types and to provide housing opportunities for a wide cross-section of the population.

3. To eliminate blight and to control its future occurrence by encouraging proper standards of design, construction, and maintenance of enforcement of appropriate codes and ordinances.

On the basis of these objectives, three residential densities are recommended.

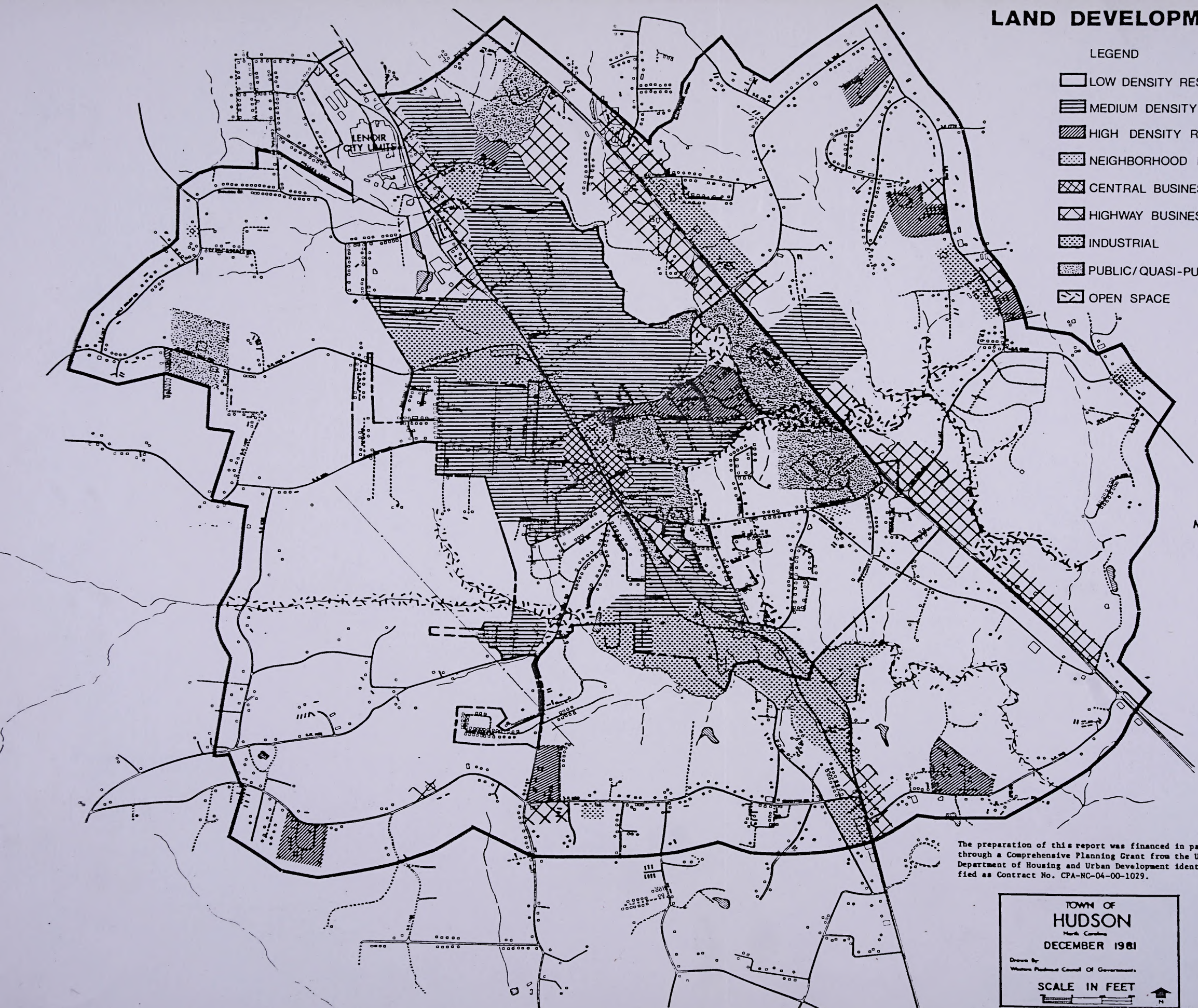
Low Density Residential.

(Recommended density, maximum of three (3) dwellings per acre.)

Low density single family residential development areas are mainly found in the southern portion of the Town, with some occurring in the northwest sector of the corporate limits and in various portions of the perimeter area.

It is expected that low density residential development will and should continue in those sections of the Planning Area as seen on Map 7. The following policies are recommended for continued development of low density single family residential areas:

LAND DEVELOPMENT PLAN



LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBORHOOD BUSINESS
- CENTRAL BUSINESS
- HIGHWAY BUSINESS
- INDUSTRIAL
- PUBLIC/QUASI-PUBLIC
- OPEN SPACE

MAP 7

The preparation of this report was financed in part through a Comprehensive Planning Grant from the U.S. Department of Housing and Urban Development identified as Contract No. CPA-NC-04-00-1029.

TOWN OF
HUDSON
North Carolina
DECEMBER 1981

Drawn By
Western Piedmont Council Of Governments

SCALE IN FEET

1. Areas of existing single family units should be preserved and maintained as viable neighborhoods.

2. The development of areas having poorly drained soils should be limited to low density residential as the least intensive use of land.

3. Low density residential development should be encouraged in areas where the type and availability of community facilities and streets limit more intensive development.

Medium Density Residential.

(Recommended density, 3 to 6 dwelling units per acre.)

This slightly higher density is located throughout the northern and western portions of the Town, especially around the CBD. Map 7 illustrates the delineated districts reserved for medium density residential development. New medium density residential development is currently taking place in the vicinity of Woodsway Avenue in the western section of Hudson. With this development occurring, it is expected that a similar process of filling in should take place in the medium density residential development. This density is in line with the following policy recommendations:

1. Areas of medium density residential development are to be encouraged to provide areas of single and two family residences at a lower cost to occupants than less intensively developed residential areas.

2. Areas in close proximity to shopping and employment opportunities are to be available to medium density residential development.

3. Proposals for medium density residential development will be reviewed in light of the ability of community facilities to serve such development.

High Density Residential.

(Recommended density, 6 to 12 dwelling units per acre.)

Areas recommended for high density development would provide areas for multi-family or mobile home developments as well as other forms of residential development.

High density residential development should be located close to major centers of activity in communities providing better access to a greater number of people and taking advantage of the higher value properties for more intensive types of development. Areas denoted for this density are located around the Shuford Mills area and in several sections of the Planning Area (Map 7). The Town has an abudance of undeveloped land that could be used for high and medium density multi-family residential purposes. Future high density should be limited to the areas surrounding the mills and portions of the CBD. Other recommended policies concerning high density residential development are:

1. High density residential development is encouraged as a means of providing low income and new families with safe and healthful housing at affordable costs.

2. High density residential construction should be developed in close proximity to concentrations of employment.

3. High density residential construction must be coordinated with the development of community facilities and circulation networks to insure the adequate provision of these services.

Commercial Development Proposals. The proposals for commercial land uses in the Planning Area take the form of three groupings: the Central Business District (CBD), Neighborhood Business Districts, and Highway Business Districts.

The Existing Land Use Survey indicates that there are 43 acres of residential land in the Town and 67 acres in the perimeter area. Considering future needs based on expected levels of population growth, the Planning Area will need 63 additional acres of land for commercial use by the year 2000.

The overall commercial plan places emphasis on the CBD as the primary shopping area for the Town. Only one other area of commercial

development is to be planned, and it is the proposed highway business area on U.S. 321 North. This type of commercial use is dependent upon the traffic that passes by the front door. The typical uses in this area will be: auto sales and parts, gasoline stations, restaurants, motels, and other similar uses. These uses will depend upon the pulling power or ability of the other commercial businesses in the area to attract customers and the thoroughfare itself. Over the years, the CBD, including the adjacent shopping center, has been the only shopping area in town. However, the CBD itself is in the provess of becoming obsolete. Heavy traffic congestion, due to the location of the railroad tracks and poor intersection alignment, lack of parking and deterioration are the contributing factors. Though the appearance of the shopping center within the CBD is being maintained, the aforementioned problems contribute to making the area less appealing to shoppers, thereby keeping retail sales from attaining their full potential. The best approach to solve the problems of the CBD and revitalize the area would be a detailed renovation program through a Commercial Areas Improvement Program. The benefits that could result from the implementation of such a Program would be: (1) the attraction of more shoppers; (2) prevention of further deterioration of the CBD and a move by merchants to other areas of the town; (3) community pride and gratification. By alleviating the current traffic congestion, removal of the spur track where the empty boxcars are parked, construction of additional parking areas, and following a constructive plan of landscape development and architectural renovation, the whole atmosphere of the CBD and shopping could be changed.

To initiate this program, it will be necessary for the merchants along with the Town's civic clubs to meet with the Planning Board and Commissioners to formulate a general plan of action.

Industrial Development Proposals. Industrial land use in the Planning Area comprises about 180 acres or 7 percent of the land. The Town has a very healthy economic base and is very diversified industrially. Present industrial locations are along the Northwestern Railroad tracks in the southern portion of the Planning Area. There are also some industries and freight lines located on U.S. 321 North. It is anticipated that throughout the remainder of the planning period approximately 260 acres will be needed to meet industrial demands.

When considering future industrial locations, either within a designated industrial park or expansion of the existing industrial site, separate areas should be chosen for those industries which may have objectionable characteristics (smoke, fumes, noise), as opposed to lighter industry and warehouses, which are not objectionable. New industry wanting to locate in Hudson which possesses certain objectionable characteristics should not be allowed to locate in or around the CBD, but along 321 or in the southern portion of the Planning Area along U.S. 321A and the Northwestern Railroad. These locations provide good access to transportation facilities, relatively flat land, available fire and police protection, as well as the needed utilities and waste disposal. Most of the Planning Area at the present time lacks the utilities and facilities necessary for industrial development; however, exercise of extra-territorial zoning over possible industrial sites could also preserve these sites until such time as deemed feasible to extend the necessary utilities for industrial operations. These potential industrial locations should be preserved through the exercise of government policy (zoning ordinance). The establishment of an industrial development commission in Hudson could also be beneficial. This commission could study feasibility of industrial activities

in the Planning Area and advise the Town Planning Board and Commissioners on industrial development issues. Policy recommendations for industrial development in the Hudson area are:

1. Industrial development should be strictly controlled to prevent hazards to public health, safety and welfare by establishing appropriate codes and ordinances.

2. Diversified industry should be encouraged, particularly those types that are suited to industrial park development standards and are likely to employ skilled labor.

Public and Quasi-Public Proposals. This category of land use development accounts for 274 acres of land in the Planning Area. It is anticipated that throughout the remainder of the planning period approximately 162 additional acres will be needed for public and quasi-public uses. Recreation and education are the two largest uses of areas of land in this category. In locating new residential areas or educational facilities, consideration should be given to the influences that these developments will have on the community.

The Planning Area has approximately 25 acres of land devoted to recreation. This is 54 acres under the recommended acreage for an area of this size.

The Optimist Park, which has a combination football and softball field, and the new BOR Park, which has three tennis courts, one multi-purpose court, one regulation softball field, one baseball field, a picnic shelter, pool and bathhouse, and a football field made from combining the two ballfields, are the only public recreation facilities in the Planning Area. The BOR Park is newly developed and will help to alleviate some of the recreation shortages.

It is recommended that the vacant areas around the two existing parks

be acquired for further expansion at a later date, and that tot lots and neighborhood parks be developed in conjunction with future residential areas.

Interpretation and Use of the Land Development Plan

In reviewing the Land Development Plan, it is important to analyze all of the components in order to understand the purpose and principles behind the land development proposals. The Development Plan is intended to serve as a guide for development and growth and to serve as a basis by which the Planning Board and the Town Commissioners can make decisions concerning zoning and subdivision requests and annexation. It should be used for making decisions on the location and advance acquisition of land for community facilities. More important, the Plan can serve as a useful guide or blueprint for developers in locating residential, shopping and industrial areas.

Orderly growth and community development can be carried out by using this document along with proper implementation and regulation procedures.

VI. IMPLEMENTATION OF THE LAND DEVELOPMENT PLAN

The development goals, objectives and proposals presented within the Land Development Plan can only be achieved through the use of proper development methods. The methods needed to implement the Plan consist mainly of regulatory devices (legal controls) and citizen participation.

Legal Controls

The legal controls are prepared by the Planning Board and are officially adopted by the Town Commissioners. They include zoning ordinances, subdivision regulations, and building and housing codes. These controls would help to form the shape and soundness of the development pattern in the Planning Area.

Zoning. Zoning is probably the most commonly used legal control available for implementing the Land Development Plan of a community. Zoning is essentially a means of ensuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development. It allows the control of development density in each area so that property can be adequately served by governmental facilities. This directs new growth into appropriate areas and protects existing property by requiring that development afford adequate light, air and privacy for persons living and working within the Planning Area.

North Carolina General Statutes require that "such regulation shall be made in accordance with a comprehensive plan," making it mandatory that the zoning ordinance and the Land Development Plan be in congruence. The zoning ordinance and map should reflect the Land Development Plan and map.

Currently, the Town's Planning Board and Commissioners are in the process of reviewing the newly proposed zoning ordinance and map. With

their adoption, the Town will have satisfied one of the criteria necessary for implementation of the Land Development Plan.

Subdivision Regulations. Like the zoning ordinance, enactment of subdivision controls is an exercise of the police power of a municipality. The purposes of subdivision regulations are to encourage the development of economically sound and stable communities; to assure the provision of required streets, utilities and other facilities and convenient traffic access and circulation, both vehicular and pedestrian, in new land developments; to assure the provision of needed public open spaces and building sites in newly developed land through the dedication or reservation of land for recreational, educational and other public purposes; and to assure the wise development of new areas, in harmony with the comprehensive plan of the community. Like the zoning ordinance, proper enforcement of subdivision regulations is critical to successfully control future growth and development.

The Town urgently needs to adopt subdivision regulations to insure the complete adherence to the Land Development Plan.

Building and Housing Codes. Adoption and enforcement of building and housing codes are very important parts of the Plan's implementation. It is just as important for a town to have buildings that are structurally sound as it is to have land uses in their proper relationships. A building code also insures proper installation of utilities, heating, ventilation, and adequate electrical wiring.

Housing codes are very similar to building codes in that both deal with the structural standards and conditions of buildings. They are different in that a building code is applicable to all forms of new buildings

while a housing code is limited to existing housing only. A minimum housing code is primarily concerned with the following: structural conditions, e.g., exterior foundations, interior walls and ceilings; basic equipment and facilities, e.g., water and sewage disposal facilities; heating and electrical systems; ventilation; and rodent control.

Both codes would be an asset to the Planning Area and for the regulation of proper development. It is recommended that the Town pursue adoption of the North Carolina Building Code which has within it a housing code.

Citizen Participation

It is very important that the residents of the Planning Area be involved in every step of the planning process. With citizen involvement, it will enable the development of a planning knowledge base and assure that the Land Development Plan reflects their interests. Without this local and community input, the Plan cannot possibly be implemented.

The Town Boards should at all times seek citizen input on matters concerning community development.

HOUSING ELEMENT AND PLAN

I. INTRODUCTION

The goal of every community should be to promote and preserve attractive, well-maintained residential areas. When neighborhoods are allowed to deteriorate, the consequences are felt not only by the residents of the area but also by the entire town. Apathy created by the decline of one structure may spread throughout a neighborhood and from neighborhood to neighborhood. As neighborhoods decline, land values decrease and health and safety hazards are created due to vacant, dilapidated structures.

This study is an inventory and analysis of the existing housing stock and conditions (structural) in the Planning Area, and includes estimates of future housing needs. An analysis is also made of the neighborhood study areas and of possible future housing areas.

The third part of this study is composed of a market analysis which looks at the current market and the different characteristics of the existing and available housing units.

The remaining chapters of this study consist of available housing assistance, a housing action plan, and housing element compliance.

II. INVENTORY AND ANALYSIS OF HOUSING

During 1975-76, a field survey was conducted to determine the exterior structural condition of each housing unit within the Planning Area. The results of the survey were then recorded on a base map of the Planning Area and tabulated by study areas. Study area limits were determined by using a combination of natural and man-made boundaries including creeks, roads and highways, property lines, railroad tracks, existing corporate limit lines and a one-mile perimeter boundary. By dividing the overall Planning Area into these smaller entities, it was possible to compare one study area with another and isolate problems which were unique to a particular portion of the Planning Area.

Housing Stock

As seen in Table 22, a total of 2,098 housing units are located in the Planning Area, with 1,954 units or 93.1 percent of the housing classified as standard. The remaining 144 units or 6.9 percent of the housing stock are classified substandard. Single family dwellings dominate the housing unit totals with 1,731 or 83 percent of all housing in the Planning Area. Mobile homes are the second largest housing unit total with 372 units.

In 1970, 66 percent of the living units were owner-occupied. Table 23 shows the relative cost of housing in Hudson during this same time period. Owner-occupied housing valued at less than $15,000 in 1970 made up 60.3 percent of the housing stock, with 89.1 percent under $25,000. The second part of this table shows that 80 percent of the rental units had a contract rent of less than $100 in 1970.

TABLE 22

HOUSING CONDITIONS SURVEY

Study Areas	Standard SF	TF	MF	MH	GA	HO	V	Deteriorated SF	TF	MF	MH	GA	HO	Substandard V	Dilapidated SF	TF	MF	MH	GA	HO	V	Total Housing Units	Standard Units # of Units	% of Area Standard	% of Area Housing	Substandard Units # of Units	% of Area Sub.	% of Area Housing
Corporate Area																												
CBD								2														2	0	0	0	2	2.5	.20
1	219	5	1	1				6														232	226	26.7	24.3	6	7.5	.65
2	145	4	8	5		1		4						2	1							170	163	19.1	17.6	7	3.7	.95
3	110		1	25	1	1		2			1				3							144	133	16.2	14.8	6	7.5	.65
4	126		4	8				25			22						1				5	191	138	16.2	14.8	53	66.3	5.70
5	170	1	3	7			4	5													1	191	185	21.8	19.9	6	7.5	.65
Total	770	10	17	46	1	2	4	44			23			2	4		1				6	930	850	100.0	91.4	80	100.0	8.60
One-Mile Perimeter Area																												
6	157			43				4							1							205	200	18.1	17.1	5	7.8	.42
7	99	1		28		1		5	1						1							136	129	11.7	11.1	7	10.9	.60
8	183			32				8							1							224	215	19.5	18.4	9	14.1	.78
9	138	3	1	56	3			12	3		1				3							220	201	18.2	17.2	19	29.7	1.62
10	143	6	2	50		1		14			1											217	202	18.3	17.3	15	23.4	1.30
11	115			42				8							1							166	157	14.2	13.4	9	14.0	.78
Total	835	20	3	251	3	2		51	4		2				7							1168	1104	100.0	94.5	64	100.0	5.50
Total Planning Area	1605	20	20	297	4	4	4	95	4		25			2	11		1				6	2098	1954		93.1	144		6.90

Abbreviations: SF - Single-Family; TF - Two-Family; MF - Multi-Family; MH - Mobile Home; GA - Garage Apartment; HO - Home Occupation; V - Vacant

Source: Western Piedmont Council of Governments Staff Survey, 1976.

TABLE 23

Housing Expenditures
Owner-Occupied Units

Value of Unit	Number of Units	Percent of Total
Less than $5,000	23	4.7
$5,000-9,999	131	26.5
$10,000-14,999	143	29.1
$15,000-19,999	99	20.1
$20,000-24,999	43	8.7
$25,000-34,999	44	8.9
$35,000 or more	10	2.0
Total Number of Units	493	100.0
Median	13.000	

Housing Expenditures
Renter-Occupied Units

Rent	Number of Units	Percent of Total
Less than $30	12	4.2
$30-39	43	14.9
$40-59	83	28.7
$60-79	65	22.5
$80-99	28	9.7
$100-149	7	2.4
$150 or more	2	.7
No cash rent	49	16.9
Total	289	100.0
Median	56	

Source: U.S. Census tapes, 4th Count, 1970.

Housing Conditions

As indicated previously, the exterior structural condition of each housing unit within the Planning Area was determined by a field survey conducted during 1975-76. The results of the survey were then recorded on a base map of the Planning Area and tabulated for this area.

Exterior Structural Conditions. The following three categories were used to rate the exterior structural condition of residential buildings within the Planning Area:

Standard: Structures with only minor defects that are correctible during the course of normal maintenance.

Deteriorated: Structures in need of more repair than would be provided during the course of normal maintenance. Structures having one or more major defects that must be corrected if the dwelling is to continue to provide safe and adequate shelter. Examples of defects include: holes or open cracks in a structure; loose, rotted or missing pieces of the windows, roofing, walls or foundation; and several broken or missing windowpanes.

Dilapidated: Structures whose present condition endangers the health, safety and well-being of the occupants. Dwellings in this condition are in very poor overall condition and a complete remodeling or rebuilding would be required to bring these structures up to the standards of a higher classification. Major defects such as walls, foundation or roof were sagging or broken and in some cases extensive damage by fire, storm or flood was evident.

The exterior survey will be discussed by study area and Map 3 may be used as a reference.

CBD

The Central Business District as indicated on Map 3, "Study Areas," has two single family residential structures, both of which have been denoted

as deteriorated. These structures will eventually be phased out to accomodate commercial growth in the Central Business District. Other structures in the CBD should be rehabilitated through the recommended Commercial Areas Improvement Program.

Study Area 1.

Located in the southwestern corner of the town's corporate limits, Study Area 1 is bounded by U.S. 321A on the east; by the corporate limits on the south and west; and by Legion Road on the north. This area almost makes up one fourth of the corporate area.

This study area, being predominantly residential in development, contains more standard single family housing units than any of the other study areas. As indicated in Table 22, there are 219 single family units, five two family, one multi-family, and one mobile home, all of which are standard. Six single family units are classified as deteriorated and none is classified as dilapidated.

Although less than three percent of the residential structures in Study Area 1 are substandard, adequate enforcement of building and housing codes can prevent the construction of improperly constructed residential structures and maintain the predominantly standard condition of those existing building.

Strict enforcement of the town's zoning ordinance and adoption of subdivision regulations also can insure that new residential development occurs in a logical and desirable manner and that existing residential areas are protected from incompatible uses. Strip or spot commercial zoning along U.S. 321A or streets traversing the area could destroy the residential character of this study area.

Water and sewer utilities in this area are adequate for the current residential needs. One improvement that would enhance this residential area would be the development of a neighborhood park.

Study Area 2.

This Study Area is located in the northwestern portion of the town's corporate limits. The area is bounded by U.S. 321A on the east; Legion Road on the south; and the town's corporate limits on the west and north.

The predominant use of developed land within this study area is for residential purposes. The primary non-residential land use in this study area is industrial and public/quasi-public. All but seven of the 170 housing units in this area are classified as standard. The substandard units are scattered in various parts of the study area and are not concentrated in any general vicinity. Only one of the seven is dilapidated, as seen in Table 22.

Adoption and enforcement of subdivision regulations and a housing code would insure the preservation of existing sound neighborhoods. The establishment of properly designed residential subdivisions in undeveloped portions of the study area would be advantageous to the overall setting within this residential environment.

Both the occurrence of mixed incompatible land uses and the encroachment of commercial and light industrial uses into residential areas should be prevented through proper enforcement of the zoning ordinance. Any commercial rezoning of land presently zoned residential should be done only after careful study to determine the effects of such action on surrounding industrial areas.

Those areas around Shasta Lane presently lacking sanitary sewer facilities should be served as soon as possible.

Study Area 3.

Study area 3 is bounded by U.S. 321A on the west; by Mt. Herman Road on the south; and by the town's northernmost and eastern corporate limits. The predominant use of developed land in this study area is for residential purposes (single-family). One distinctive feature about this study area is that it contains the majority of the town's mobile homes (25). There are 110 standard single-family homes and five substandard single-family homes, with 3 of these categorized as dilapidated, Table 22.

The enforcement of a housing code would upgrade or remove other deteriorating or dilapidated buildings located in this study area and conserve and maintain existing sound development. The town's zoning ordinance should be strictly enforced to prevent the rezoning of residential properties in this area.

Study Area 4.

Study area 4 is the largest study area within the town's corporate limits. It is bounded on the east by U.S. 321; by Mt. Herman Road on the north; 321A on the west; and Cedar Valley Road to the south.

This study area, being predominantly residential in development, except for the Shuford Mills Plant, contains more deteriorated single-family homes (25) and mobile homes (22) than any of the other study areas. These 47 deteriorated units and six dilapidated units constitute 28 percent of the total housing units in this area.

A large percentage of these units were inadequately constructed with inferior building materials. The lack of regular maintenance has hastened the dilapidation process affecting these buildings inadequately constructed

and resulting in the deterioration of many adequately constructed units. Shoddy original construction makes it uneconomical to maintain the buildings because they deteriorate and the cost of repairs is too high, especially in comparison with the initial construction costs. The poor quality of some housing is not necessarily represented only by inferior construction; it may take the form of substandard room sizes, poor relationships of the inner elements of the structure, as well as cheap plumbing, electrical and heating fixtures that soon wear out.

Private redevelopment or rehabilitation in this area could be financed through Section 8 or Section 312 of the Housing and Community Development Act of 1974.

Study Area 5.

Study area 5 is located in the southeast portion of the town's corporate limits. It is bounded by U.S. 321A on the west; by Cedar Valley Road on the north; U.S. 321 on the east and the town's corporate limits to the south.

This study area is also predominantly residential with some scattered neighborhood businesses. Only 3 percent (6 units) of the residential units are substandard.

Considering the standard condition of all but six of the residential units in this study area, the main effort should be directed toward conservation of this existing residential area. Spot or strip commercial zoning along Cedar Valley Road should be discouraged.

Perimeter Study Areas (6, 7, 8, 9, 10, 11).

These areas contain a total of 1,168 housing units and only 4 percent of these units is classified as substandard, with the greatest majority of

these being in study areas 9 and 10.

With the town's adoption of the Perimeter Planning Area, future zoning will prevent the grouping of incompatible and dissimilar uses. Proper enforcement of subdivision regulations and building codes will also help to regulate development in these areas.

Sections 504, 514, 515 and 516 of the Housing and Community Development Act of 1974 would provide loans for housing rehabilitation and development for these areas. (See Chapter IV - Available Housing Assistance.)

Interior Structural Conditions. Housing units can generally be classified as substandard when they lack some or all plumbing facilities or are overcrowded. A housing unit is considered to lack complete plumbing when it does not have hot and cold piped water inside the structure and a flush toilet and a bathtub or shower for the exclusive use of the occupants of the unit. An overcrowded unit is one that has an average of more than one person per room in the unit.

For the purpose of analysis, statistics have been taken from census tapes provided by the North Carolina State Library for the Town of Hudson. This will enable a general review of the interior structures for a portion of the housing units in the Planning Area.

In considering these figures, 5.7 percent of the housing units are lacking some or all plumbing facilities and 10.3 percent of the occupied units have more than one person per room. These are not exceptionally high percentages, but elimination of substandard housing and increase of the number of moderate and low-income housing choices would help to lower these percentages considerably.

TABLE 24

INTERIOR STRUCTURAL CONDITIONS

Characteristic	Number of Units	Percent of Total
Plumbing facilities		
with all plumbing facilities	823	94.3
lacking some or all	50	5.7
Total units	873	
Overcrowding:		
1 person or less per room	760	89.7
more than 1 person per room	87	10.3
total units	847	

Source: Census tapes, 4th count, 1970.

Future Housing Areas

As was indicated on the Land Development Plan, future single-family residential development in the Planning Area is expected to result primarily from continued development within existing subdivisions. However, as shown on Map 6 of the Land Development Plan, the areas in the western and eastern-most portions of the Perimeter Planning Area are prime residential areas. This determination is based on existing land relationships, topography, drainage and accessibility. These areas are located in proximity to major commercial and industrial use areas with accessible water and sewer lines. The majority of the housing units in these areas will be built for the middle income housing market.

The sites proposed for multi-family residential development are located in and around the Central Business District. This area would act as a buffer between commercial and industrial establishments and single family residential development. Also, there would be a reduction in traffic congestion

and travel if the residents of these developments are within walking distance of major commercial areas. Proximity is very important to elderly persons and low-income families to whom transportation may be limited.

The area behind Shuford Mills has been recommended for multi-family residential development along with the area west of the Central Business District. These sites have been zoned for this purpose and have water and sewer facilities to handle the increased load.

One of the greatest housing problems in the Planning Area is a lack of standard low-income housing units. Since the goal of a community should be to provide decent, safe and sanitary housing for the citizens, low-income housing is the primary means through which this goal can be achieved for lower income families. One feasible way to achieve this is through the establishment of Section 8 rental units. This program authorizes assistance on behalf of eligible persons through assistance payment contracts with owners (who may be private owners, cooperatives, or public housing agencies). Areas that would be ideal for this development would be in the vicinity of Mt. Herman Road and Hayes Avenue. Again, the Zoning Ordinance and Land Development Plan reflect this type of development in this area.

III. MARKET ANALYSIS

This chapter presents an inventory and analysis of the current and future housing market in the Hudson Planning Area. This analysis also includes a determination of the availability of vacant housing units for the expanding population and relocation for displaced persons.

Current Housing Market

The current housing market in the Hudson Planning Area is not as active as in years past. This reflects the nationwide trend of a slowdown in housing construction. The price range of current construction in the Town is from $45,000 to $60,000 with the average lot price being $7,000.

Interviews with area building contractors indicate two major points. One, that there is still some demand for this price range of housing in the Hudson corporate area because of the expressed desirability of the Hudson area; meaning that residents coming into the area want the municipal services that the Town can offer without having the pressure of big-city lving.

The second point is that the amount of available land in the corporate area is very minimal. If the Town is going to continue to attract residents into its corporate limits, additional residential land will be needed to meet this demand. Within recent years, two subdivisions have come into the Town's corporate limits through voluntary annexation.

Home financing is primarily done through savings and loan associations and front-end costs of construction are met through the use of short-

term loans from banks. Financing through the Farmers Home Administration (FmHA) is very minimal in the corporate area at this time. Most of the FmHA loans are made to people living in rural areas of the county. Representatives at the Farmers Home Administration also expressed the need for subsidized (Section 8) low to moderate income housing units.

The criteria used for acquiring a home loan under this program (FmHA) is very generous at this time. A family may have an adjusted gross income of $20,500 or below and still qualify. The average mortgage amount is between $30,000 and $40,000.

Availability of Housing. The Hudson Planning Area shares in a problem common to the Unifour area, that is, a lack of vacant housing. In the event of the location of a major employer in the area, the local building supply would be hard put to meet the demand for housing. Also, any concentrated effort to reduce the number of dilapidated housing units will be limited by the number of units available to use in relocating the residents of dilapidated structures.

At this time there is a very small percentage of houses available for sale and existing apartment complexes have waiting lists for vacancies.

Housing is being built upon request and at the rate local builders can or want to build, but there is a very apparent shortage of housing choices, especially for low- to moderate-income families, in the Hudson Planning Area.

Future Housing Needs

An analysis of future housing needs must consider two factors:

1. The number of units needed to provide the future population with an adequate supply and variety of standard housing units;

2. The type of housing units needed in line with anticipated population characteristics.

Sources of Future Housing Demand. Several factors must be included in an analysis of future housing needs. These are:

1. Housing units needed to meet projected population growth;
2. Additional units needed to maintain a stock of vacant units to permit internal mobility.
3. Units needed to replace existing dilapidated structures;
4. Housing units needed to replace units that will be lost due to demolition, casualty or other means;
5. Housing units needed to replace structures becoming dilapidated during the planning period.

Table 25 shows projected housing needs by ten year intervals to meet the population growth. This need is based on a projection of 3.3 persons occupying each dwelling unit (an adjusted population per dwelling unit). Should construction exceed demand or fall behind this figure, the number of persons per unit will change accordingly. For planning purposes, it is assumed that future population growth will create a demand for 1,724 new housing units.

As noted, future population growth is not the only factor to be considered when projecting housing requirements. Table 25 shows this projected need. The housing units needed to accomodate future growth are shown on Table 27.

An estimate of units needed to maintain an adequate number of unoccupied units is based on a three percent vacancy rate. The percentage was selected as being adequate to allow internal movement in the housing market without being excessive. A vacancy rate such as this will not only vary selection afforded to those seeking residences in the Planning Area, but will also reduce concentrations of minorities and low-income perons. It

is estimated that 53 additional units will be needed by the year 2000 to maintain this three percent rate.

The visual survey of 1975-76 recorded 18 dilapidated units. The demolition of these units is important to the health and safety of those families residing in them and the general population of the Planning Area. The families living in these units must be furnished adequate living quarters. Prior to the destruction of these units it can be assumed these families will need some type of financial assistance in maintaining an adequate housing unit.

The final item listed on Table 27 is units needed to replenish the housing stock. This is an estimate of units needed to replace those lost in fire, storm, or casualty and to replace those units that will become dilapidated during the planning period. For planning purposes, it is estimated that four percent of the estimated year 2000 housing stock (3,875) will need replacement (155 units).

TABLE 25

PROJECTED HOUSING NEEDS BY NEW HOUSEHOLDS
HUDSON PLANNING AREA
1980 THROUGH 2000

Year	Projected Population	Population Increase From Previous 10-Year Period	Housing Needs*/
1970	7,001	NA	--
1980	8,886	1,885	571
1990	10,655	1,769	536
2000	12,964	2,039	617
Total		5,693	1,724

*/ Projected housing needs were determined by dividing the population increase by the population per occupied housing unit (3.3).

(Table continued on following page)

(Table 25, continued)

1,724 (housing needs) ÷ .97 (percent occupied) = 1,777
1,777 + 2,098 (1975 housing total) = 3,875 (2000 housing stock)
3% of 1,777 = 53 (vacant structures needed to provide vacancy rate)

Source: WPCOG Staff Projections, 1977.

Future Housing Demand Characteristics

In looking at Table 26, a general idea of tenure characteristics for the area can be obtained. With 63 percent of total housing units in Hudson owner-occupied, a definite preference is established for home ownership. This preference for owning versus renting is further shown by a review of zoning permits issued for the past few years. The influence of inflation and the rise in the cost of living will the major determining factors in the trend home ownership.

TABLE 26

HOUSING TENURE FOR HUDSON - 1970

Characteristic	Number of Units	Percent of Total
Owner occupied	493	63
Renter occupied	289	37
Total	782	100

Source: U.S. Bureau of Census, Census of Population, 1970.

With the adoption of the proposed zoning ordinance, mobile homes will be permitted in the Planning Area, but only in mobile home parks. Currently, this type of housing unit makes up 13 percent of the total housing units.

There should be an increase in this type of housing unit during the planning period. As the cost of single family residence construction increases, more families will be turning to less expensive forms of owner-occupied dwellings.

Six privately owned apartment complexes exist in the Town. Demand for apartment units should increase as residential construction costs increase. Another influence on this demand will be the continuing increase in energy costs, both for transportation and heating.

A final note on future housing demand has to do with projected population characteristics. By the year 2000, the Planning Area should have a population somewhere in the vicinity of 12,700 persons. In order to properly house and accomodate these additions to the community, strategies should be developed to fulfill this need along with the adoption and implementation of the Housing Action Plan.

Future Housing Supply. Establishing the future housing supply is very difficult, if not impossible, to estimate. One thing that is certain, housing shortages are rarely due to lack of supply; rather, they are due to lack of money with which to purchase housing. Table 27 shows estimated additions to the Planning Area housing stock. It must be remembered these are only estimates and will vary with population and economic conditions. The importance of this Table is point out probable housing construction.

It is clear that for those who are able to pay for new housing, units will be made available. Construction of 2,003 privately financed single and multi-family units would exceed projected needs for new households, adequate vacancy rate, and some losses expected due to mishaps.

The real concern is centered around the construction of moderate and low income housing units that would meet the need of many families in the

Planning Area. Development of these housing units would allow for the preservation of the owner occupied preference even with the continued rise in the cost of living and construction.

TABLE 27

TOTAL HOUSING REQUIREMENTS
HUDSON PLANNING AREA
THROUGH 2000

Housing Demand	
Projected need for new households*/	1,777
Units needed to maintain 3 percent vacancy rate	53
Relocation units needed	18
Units to replenish housing stock	155
Total	2,003
Housing Supply	
Projected single family construction (including mobile home additions)	1,630
Projected multi-family construction	373
Total	2,003

*/ Taken from Table 26.

Source: WPCOG Staff Projections, 1977.

IV. AVAILABLE HOUSING ASSISTANCE

So far a need for housing assistance has been demonstrated but no method of meeting this need has been suggested. The following is a brief sketch of possible housing assistance opportunities.

Housing assistance for low- and moderate-income families is currently available through the Department of Housing and Urban Development and the Department of Agriculture through the Farmers Home Administration. The Housing and Community Development Act of 1974 reformed and consolidated a number of housing assistance programs for low- and moderate-income families into the new Section 8 housing assistance payment (HAP) program. Other potential programs are: traditional public housing programs, the Section 202 direct loan program for elderly housing, and FHA rural housing programs. Each is briefly described below.

Section 8 - Housing Assistance Payment (HAP) Program. Section 8, Title II of the Housing and Community Development Act of 1974, replaces the previous "Section 23 program" and authorizes assistance on behalf of eligible persons occupying new, substantially rehabilitated or existing rental units through assistance payment contracts with owners (who may be private owners, cooperatives, or public housing agencies). Eligible persons are those who, at the time of initial renting of units, have total annual family incomes not in excess of 80 percent of area median income, but the Secretary of HUD may establish higher or lower ceilings if he finds such variations necessary because of prevailing levels of construction costs, unusually high or low family income, or other factors. Major program administration is vested in the Secretary of HUD, who can contract directly with owners or prospective owners who agree to construct or substantially rehabilitate housing.

The amount of assistance provided with respect to a unit will be an amount equal to the difference between the established maximum rent for the unit and the occupant's required contribution to rent. Aided persons will be required to contribute not less than 15 nor more than 25 percent of their total income to rent, with the Secretary of HUD authorized to establish required contribution levels (taking into consideration the extent of medical or other expenses incurred by the persons). For persons with exceptional medical or other expenses, the required contribution level will be statutorily fixed at 15 percent of total income. Assistance is specifically made available for congregate living arrangements, cooperatives and, in accordance with regulations to be issued, in Section 202 projects for the elderly and the handicapped.

Traditional Public Housing. Section 7, Title II of the Housing and Community Development Act of 1974 provides that public housing agencies may utilize up to ten percent of the funds available to them under the Section 202 program for the elderly and the handicapped to provide congregate housing. The term "congregate housing" is defined as low-income housing "(1) in which some or all of the dwelling units do not have kitchen facilities, and (2) connected with which there is a central dining facility to provide wholesome and economical meals" for persons who are elderly, developmentally disabled, handicapped, or displaced.

Section 202 - Program for the Elderly and the Handicapped. This section of the new law provides for direct federal loans for non-profit, limited dividend and local public agencies desiring to own and operate special design projects for housing the handicapped or the elderly. Loans are made at the Treasury borrowing rate, plus administrative costs. The program

specifically includes developmentally disabled persons. Tenants in Section 202 projects are also eligible for subsidized rents through the HAP program.

Rural Housing Program. The Secretary of Agriculture, through Farmers Home Administration, administers four rural housing programs, including Section 502, Section 504, Section 515, and Section 516 housing programs. Similar to the FHA 234 programs, Section 502 provides subsidies and low interest loans to individuals interested in single family home construction. Since the program is administered by Farmers Home Administration, the development must occur in a city of 20,000 people or less and the sponsor must have been refused a loan by other loan agencies. Section 504 provides rehabilitation loans and grants to individual owners or public agencies for minor improvements of existing single family rural homes and farms. Section 516 provides domestic and farm labor loans and grants to farm owners, associates of farmers, non-profit organization, and public agencies. The loans are insured by the Secreatry of Agriculture, while the direct federal assistance grants will cover up to 90 percent of the housing development costs.

V. HOUSING ACTION PLAN

In order to adequately address the housing needs of the Hudson Planning Area, a plan of action must be devised. This plan should have an overall goal, certain measurable objectives, recommendations for meeting these objectives, and an evaluation procedure.

Housing Goal

> To promote the realization of a safe, decent, sanitary and affordable home for all area residents.

Establishment of Objectives

Once the housing goal has been established, a means of striving for this goal is to establish objectives. These objectives have been developed with the components of the housing market and factors which offset the market in mind. As more data becomes available or certain objectives are reached, the objectives will need revision.

Housing Objectives.

1. To encourage sound planning programs which reflect recognized housing needs.

2. To encourage the adoption of sound land use control programs, including zoning and subdivision regulations which are designed to minimize land use conflicts, unnecessary public investments in services and facilities, and recognize local planning problems and objectives.

3. To encourage citizen involvement in the development of housing plans.

4. To promote the removal or rehabilitation of housing that is substandard while making an effort to preserve the quality of neighborhoods.

5. To encourage participation of utility companies and non-profit housing groups in construction and operation of low- to moderate-income housing.

6. To develop counselling and educational services to improve the social and economic status of households.

7. To encourage State and Federal governments to implement additional programs aimed specifically at rural areas.

8. To encourage developers to build an adequate mix of types, sizes, and values of housing units.

Recommendations for Implementing the Housing Action Plan

After the establishment of housing objectives, a set of recommendations for meeting these objectives is appropriate.

1. It is recommended that the Town of Hudson adopt the North Carolina State Building Code and enforce it for the protection of the citizens and the community.

2. The Town is urged to inventory existing neighborhood conditions to use as documentation of need for neighborhood improvements. All subsequent plans could then be developed with the preservation of existing neighborhoods and the elimination of blight in mind.

3. The Town should constantly review its Land Development Plan to insure proper adherence to the development proposals.

4. The Town should take advantage of all existing and future programs aimed at community development.

5. The Town should use A-95 review and comment to insure consistency of planned activities with local plans and objectives.

Evaluation Criteria

Many of the proposed activities and objectives are not quantitative; but there are certain criteria that can be established by the Town to check the effectiveness of a housing program. Periodic review of neighborhoods can spot signs of decay and steps can be taken to stop the spread. Citizen participation can be monitored for signs of increasing or decreasing community involvement in the planning process. Naturally, the adoption of other planning documents and activities consistent with adopted housing plans is a sign of desire for continuity of planning. Along with this comes the adoption and implementation of housing codes and regulations. The

establishment of a vigorous code enforcement program would be a sign that the community was interested in improving housing conditions.

These and other criteria should be used by the Town Manager, Planning Board and Town Commissioners to evaluate the effectiveness of the Housing Action Plan.

VI. HOUSING ELEMENT COMPLIANCE

The following components of this housing element promote the realization of the goals of a decent home and suitable living environment for the citizens of the Hudson Planning Area.

Assumptions and Statistical Bases

The assumptions relative to housing in the Hudson Planning Area are that the area will continue to be a viable community with a growing number of industrial and manufacturing firms. The population in the Planning Area will continue to grow from 7,001 in 1970 to over 12,694 in the year 2000, with positive outlooks for educational and vocational improvements. The studies that have already been prepared in the preceding Development Plan include: population, economics and existing land use. Local input and policies recommended by the Hudson Planning Board and accepted by the Town Commissioners are valuable indicators of local goals and objectives in the Land Development Plan.

There are no existing inconsistencies in the Development and Housing Plan. The Town of Hudson, while enjoying a slow but constant increase in revenues, employment, and other indices of social and economic stability, currently lacks the public resources for renewal and redevelopment programs. The Land Development Plan recommends specific uses for the land in the Planning Area and is consistent with soil types, existing land use, and transportation patterns.

Fair Housing Provisions

The land use and housing survey in 1975-76 found that certain indices tended to be found in certain areas. Causational factors could be attributed to certain urban deficiencies and low income. In the field survey which

preceded this report, there did not appear to be discrimination in policies by the governing bodies or private business. A conclusion one reaches is that low income, rather than discrimination, is more closely associated with substandard housing for all races. To alleviate the current and future housing problems, the Town is pursuing a community goal of increasing the employment base by planning for industrial and commercial expansion. The pattern of such planning is non-discriminatory and should benefit all income groups fairly and equitably.

Preservation of Existing Neighborhoods

A planned expansion of water and sewer facilities into areas of blight should improve the status of housing by encouraging renovation and new building in such areas. Enforcement of the Subdivision Regulations, Zoning Ordinance and other codes relating to the safety and welfare of the citizens will tend to eliminate blight and encourage a higher level of home ownership through subsequent purchases of newer homes or by encouraging renovation of substandard units.

Coordination of Housing Policies and Procedures

In the Land Development Plan, the general pattern of planned development and growth can be seen. The philosophy is to encourage the conservation of existing areas of residential, commercial and industrial growth and to offer incentives for renewal and redevelopment in the form of areas planned for high residential density and suitably placed zones for industrial and commercial expansion. Thus, all of the above-mentioned uses are consistent and must be well coordinated within the community.

Rehabilitation of basically sound neighborhoods which show signs of deterioration or neglect must be undertaken to insure proper development in

accordance with the Land Development Plan. The usefulness of certain existing structures can be improved and certain public facilities must be upgraded. Spot clearance should be used in the rehabilitation area to remove the blighting influences.

There should be clearance and redevelopment of dilapidated areas which have deteriorated beyond the point at which the only permanent remedy is to remove the entire series of structures. These structures would then be replaced by standard units of housing or the land would be converted to some other use as determined by the Land Development Plan.

General Plan of Action

The housing element specifies broad goals and annual objectives in measurable terms. It includes programs designed to accomplish these objectives and procedures, and activities to determine whether the objectives are being met. In developing these goals, objectives and programs, the following actions have been accomplished:

1. The assumptions and statistical bases upon which the Zoning Ordinance and Land Development Plan were written have been taken into account and incorporated into this housing element.

2. An analysis of the fair housing policies and lack of discrimination has been included.

3. Plans and policies which will encourage the preservation of existing neighborhoods have been explained.

To meet the requirements of a housing element, the following overview of data contained in other parts of this report is briefly summarized.

Summary of Housing Plans

The four broad goals which are general requirements of this housing element are:

1. A decent home for all residents of Hudson and its Perimeter Planning Area.

2. A clean and healthful environment for all.

3. Maintenance of financial stability and prudent management of governmental programs involving expenditures.

4. A safe environment for all.

Annual objectives to meet these goals include:

1. Some form of subsidized housing assistance for eligible persons.

2. Extensions of water service and sewerage to the developed but unserved areas.

3. Paving of at least one-tenth of the dirt roads in the presently developed areas of the Town.

4. Improvements in training, equipment and coverage of police protection.

5. Reduction of the Town's fire insurance rating.

6. Holding taxation to the minimum consistent with adequate governance.

APPENDIX

ENVIRONMENTAL AND HISTORICAL PRESERVATION ASSESSMENTS FOR HUDSON LAND DEVELOPMENT PLAN AND HOUSING PLAN

Summary of the Proposed Plan

The Hudson Land Development Plan and Housing Element and Plan were prepared under contract with the Town of Hudson and the North Carolina Department of Natural and Economic Resources. The preparation of these documents was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development.

The purpose of these studies is to review existing conditions in the Hudson Planning Area and recommend development policies in the areas of residential, commercial, industrial, and public/quasi-public land use. These reports are also designed to meet the HUD 701 requirement for completion of an acceptable land use and housing element.

Environmental Impact

Land use, transportation, environmental and housing goals are the basis of these Plans. They are the end result desired for the Planning Area's future development and will be used to guide decisions concerning development proposals.

The Town's land use goals are concerned with provisions for anticipated growth, the expansion of the local economy, the improvement of residential areas, the expansion of commercial areas and the provision of community facilities.

The environmental goals consist of protecting environmentally sensitive areas, conserving natural resources and assuring that environmental issues are fully considered in the planning process.

The housing goal is to promote the realization of a safe, decent, sanitary and affordable home for all area residents.

If carried out, the Plans should promote the orderly growth and development of the Hudson Planning Area.

Unavoidable Adverse Environmental Effects

Minimal adverse environmental effects are envisioned by implementing the recommendations proposed in the Land Development and Housing Plans. Naturally, if the proposals presented within these studies are implemented, certain land disturbance which occurs during construction cannot be avoided. Proper erosion control techniques and designs should be utilized to minimize the adverse effect of the development upon the environment.

Alternatives to the Proposed Plan

Three development alternatives are available to the Town: controlled growth, uncontrolled growth, and no growth.

1. Controlled Growth. The controlled growth alternative includes the establishment and enforcement of zoning and subdivision regulations, building codes, minimum housing standards and other development controls.

2. Uncontrolled Growth. The uncontrolled growth alternative offers no formal means of regulating development. No prior preparations would be made for the provision of community facilities and utility service extensions.

3. No Growth. The no growth alternative requires a deliberate policy to discourage further development within the Town.

Analysis of Alternatives

The controlled growth alternative, as proposed by the Plans, provides for the orderly growth and development of the Hudson Planning Area. This alternative is consistent with projected population increases and existing Town policies to both encourage and guide growth.

Relationship Between Local Short-Term Uses and Long-Term Productivity

Observation of the physical characteristics of the land to be developed to insure utilization of proper soil tupes is necessary to maintain and enhance long-term productivity. The nature of the Plans is to recommend development which eliminates conflict and insures sound living conditions without adversely affecting the environment. Implementation of the Plans will contribute to improvement of the living environment of the area..

Irreversible or Irretrievable Commitments of Resources

Land utilized for development is an irretrievable commitment of resources. However, this land may become a more valuable resource of the area when developed in a manner not degrading to the environment.

Statement Setting Forth Applicable Environmental Controls

Since development of the facilities and areas recommended will probably utilize federal and state funds, compliance with applicable federal and state environmental laws and subsequent regulations will be mandatory.

These laws include: Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, the Architectural Barriers Act of 1968, the Environmental Protection Act of 1969, the Archaeological and Historical Preservation Act of 1974, the Clean Air Act, and the Federal Water Pollution Control Act.

In addition, the Plans are consistent with North Carolina Statute 160A-361, which enables the Town of Hudson to prepare and adopt plans for controlling development. Local codes such as zoning, subdivision and building regulations represent varying methods of environmental controls, and as such provide proper means of implementation for these Plans.

Historic Preservation

Due to the lack of any historical properties as recognized in the National Register of Historic Places and the Historic Sites Survey of Region E within the Hudson Planning Area, a specific impact statement is felt to be unnecessary. However, as required by the previously mentioned Archaeological and Historical Preservation Act of 1974, all proposed development being undertaken with state and federal assistance is subject to review for any archaeological or historical conflicts.

Local review of the development proposed in the Plans should include the proper conformance to applicable federal and state requirements as well as an ongoing process allowing for an assessment of properties and structures which may be of historical or archaeological significance. As development plans for specific areas take shape, local officials should make every effort to insure that all potential conflicts are resolved before ground is broken.